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WHOLE NO. 3113.

## Hawaiian Gazette.

SEMI-WEEKLY.

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W. H. ARMSTRONG, EDITOR.

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## LAST SAD RITES

Imposing Funeral of Captain King  
Yesterday Afternoon.

### STATE AND MASONIC FUNCTION

Crowds of Mourners Throng the Ex-  
ecutive Building to View the Re-  
mains of the Dead Minister.

The funeral of the late Minister  
James A. King from the Executive  
building yesterday afternoon was a  
most imposing State and Masonic  
function. Long before 2 o'clock crowds  
of sightseers wended their way toward  
the Executive grounds and by 3 o'clock,  
the hour set for the funeral, King  
street and the Executive grounds were  
packed, while the route set down was  
lined with thousands of people.

The body lay in state for two hours  
prior to 3 o'clock and hundreds of  
friends passed through the large  
throne-room to look for the last time  
upon the face of the dead Minister.  
Promptly at 3 o'clock the cover was  
placed over the glass face of the cas-  
ket and it was borne by eight sturdy  
police officers to the waiting hearse  
through a lane down the front steps of  
the building formed of members of  
Honolulu Commandery No. 1, Knights  
Templars, with crossed swords and  
preceded by the pallbearers, E. A.  
Mott-Smith, W. O. Smith, J. A. Has-  
singer, W. F. Allen, J. A. McCandless,  
C. B. Ripley, C. L. Wight and K. R. G.  
Wallace, the Government band mean-  
while playing with much feeling the  
"Dead March in Saul." After the cas-  
ket had been placed in the hearse the  
procession quickly got into line, a body  
of twenty mounted police led by Mar-  
shal Brown with Deputy Marshal Chil-  
lingworth and Captain Parker Walpa  
immediately followed by a company of  
foot police in charge of Captain Kanoe,  
after which came the Government  
band under Captain Berger at the head  
of the First Regiment, National Guard  
of Hawaii, Colonel J. W. Jones com-  
manding, followed by a detachment of  
the Sixth Artillery, Captain Marsh  
commanding, and a body of bluejackets  
from the United States ship Iroquois.  
Then came the members of Ho-



JAMES ANDERSON KING.

nolulu Commandery, Knights Templar,  
in full uniform and a large body of  
Masons, numbering about 100, immedi-  
ately followed by the hearse, drawn by  
four fine horses, attended by the eight  
pallbearers and an equal number of  
foot police as a guard, behind which  
followed the chief mourners, President  
Dole and staff, officials and Bureau of  
the Interior Department, Justices of  
the Supreme Court, Special Agent Sew-  
all of the United States, Colonel Mills,  
U.S.A., and staff, United States Army  
and Navy officers, President of the Sen-  
ate and Senators, Speaker of the House,  
Representatives, Councilors of State,  
Consular Corps, Circuit Judges, Gov-  
ernment officials and a very large  
number of friends of the deceased  
Minister and his bereaved family.

The route was slightly changed from  
that published in Saturday's issue, it  
being from King to Fort to Vineyard  
to Nuuanu and thence to the ceme-  
tery.  
From the time the casket left the  
Executive building till it finally rested  
in Nuuanu Cemetery minute guns were  
fired from the top of Punchbowl.  
At the cemetery the Masonic order  
took entire charge of the burial, and  
Norman E. Gedge, as worshipful mas-  
ter of Pacific Lodge, with the assist-  
ance of officers of that body, conducted  
the services for the dead as set down  
in the Masonic ritual. The Govern-  
ment band also played dirges at the  
cemetery.

The following is the official order of  
procession:

Marshal of the Republic.  
Platoon of Police.  
Band.  
First Regiment, M. H.  
Col. J. W. Jones, Commanding.

## SENATOR J. A. M'CANDLESS

Who is Highly Endorsed for Minister  
of the Interior.



SENATOR JOHN A. M'CANDLESS.

The community in general has viewed the nomination of Senator John  
A. McCandless as a fit person to succeed the late Captain James A. King as  
Minister of the Interior with much favor. Of a large number of prominent  
citizens interviewed by an Advertiser representative on Saturday nearly all  
were favorable to Mr. McCandless' appointment. Many did not care to ex-  
press any opinion for publication but privately assured the Advertiser that  
they would be pleased with the Senator's appointment.

The suggestion of an afternoon paper that Charles M. Cooke should be  
appointed does not even meet with the approval of Mr. Cooke himself, for  
he is pronounced in his opinion that Senator McCandless is the man for the  
place.

F. A. Schaefer considers Mr. McCandless a man of rare executive ability  
and in every way suited to the position.

W. W. Hall thinks Mr. McCandless the man for the place and his suc-  
cess in private life a sufficient proof of ability.

J. S. Walker looks upon Mr. McCandless as one thoroughly competent to  
direct the affairs of the Department of the Interior.

Mannie Phillips estimates Mr. McCandless in the light of his success in  
private concerns and from that view reckons him as being well qualified for  
the office.

J. S. Martin thinks the appointment would be a good one and one that  
would reflect credit on the Executive.

Senator McCandless is also endorsed for the position by such men as  
J. B. Castle, J. P. Cooke, W. R. Castle, Wm. O. Smith, L. A. Thurston, A. W.  
Carter and Geo. R. Carter, besides many others who could be mentioned.

Battery A, Sixth Artillery, U.S.A.  
Captain Marsh, Commanding.  
Detachment of Bluejackets from  
U. S. S. Iroquois.  
Drum Corps.  
Honolulu Commandery No. 1, K.T.  
Masonic Lodges.  
Pallbearers.  
Hearse.  
Chief Mourners.  
President and Staff.  
Officials of the Interior Department.  
Bureaux of the Interior Department.  
Justices of the Supreme Court.  
Special Agent of the United States.  
Col. Mills, U.S.A., and Staff.  
U. S. Army and Navy Officers.  
President Senate.  
Senators.  
Speaker of the House of Represen-  
tatives.  
Representatives.  
Councilors of State.  
Consular Corps.  
Circuit Judges.  
Government Officials.  
Public.

### Much Fertilizer Used.

The growing of sugar cane tells on  
the productiveness of the soil of these  
islands and large amounts of fertilizer  
are now imported yearly to make up  
for those elements lost in the produc-  
tion of cane. During the last month  
four vessels arrived at Honolulu from  
New York with 10,000 tons of fertilizer  
and as many more are still en route.  
Two are also due from Iquiqui with  
4,000 tons of nitrate.—Willett & Gray.

### INCREASE IN USE OF STAMPS.

WASHINGTON, Oct. 12.—Third As-  
sistant Postmaster-General Martin an-  
nounced today that for the quarter en-  
ding September 30th last the increase  
over the corresponding quarter last  
year in the issue of postage stamps,  
stamped envelopes and postal cards  
had amounted to 14 per cent.

### CHALLENGES HIS ACCUSER.

PARIS, Oct. 12.—The High Court has  
dismissed the case against M. Grosjean,  
Judge of the Assizes Court at Versail-  
les, against whom M. Meiot, the Ad-  
vocate-General, had preferred charges  
in connection with the trial of M. Paul  
Deroude, chief of the League of Pa-  
triotism. M. Grosjean has sent a chal-  
lenge to M. Meiot.

### EATEN BY CANNIBALS.

Horrible Story of Savagery in  
New Hebrides Islands.

VANCOUVER, B. C., Oct. 6.—A re-  
markable story of cannibalism was  
brought to Sydney, Australia, a few  
days before the sailing of the steamer  
Aorangi to this port, by the French  
steamer Jeanette. The victim of the  
display of savagery was a native of  
Hawaii, named Amaru, who acted as  
orderly to the immigration department  
at Noumea, in the New Hebrides.  
About six months ago Amaru mar-  
ried a native woman of Aoba, in the  
New Hebrides group, and on passing  
that island on the second day of the  
voyage of the Jeanette to one of the  
outlying islands, he decided to visit his  
wife's tribe. Accordingly the couple  
were put off in a small boat, and it was  
only a few weeks ago that the steamer  
made a second call, and learned their  
fate.

By mistake they had landed on an  
unfriendly shore, and were taken pris-  
oners. The man was tied to a stake  
and his torture begun. This consisted  
first in allowing vicious jungle  
snakes from which the poison fangs  
had been removed to attack the man's  
legs. Then a fire was made at his  
feet, and his legs were horribly  
burned, though the injury was super-  
ficial, so that the victim would not die  
under the treatment. Then he was  
made a target for the spears of the  
tribesmen, who finally killed him. He  
was torn to pieces and placed over a  
fire with two sheep. In fact, accord-  
ing to the story, he was eaten with the  
sheep.

In the meantime Amaru's wife had  
been provided with a second husband.  
The matter was reported to a British  
man-of-war, but it is thought no ac-  
tion has been taken.

### Kawalahao Artesian Well.

The artesian bore at the Kawalahao  
church grounds was down 275 feet at  
midnight, Mr. Pinkham expects to  
strike a flow at a depth of about 800  
feet.

### MARTIAL LAW IN ORANGE.

BLOEMFONTEIN, Oct. 12. (Delayed  
in transmission).—Martial law has  
been proclaimed and the courts are  
closed. A proclamation has been is-  
sued warning British subjects to leave  
the Orange Free State before 6 o'clock  
Saturday evening. Permits to remain  
may be obtained from the authorities.

## WAR HAS BEGUN

Boers Wrecking Railway Tracks  
and Bridges.

### ATTACKING ARMORED TRAINS

The Boers are Steadily Advancing  
into Natal—Rumors of a Battle  
Already Fought.

### ENGLAND'S REPLY.

LONDON, Oct. 12.—Follow-  
ing is the text of the British re-  
ply to the Boer ultimatum:  
"Chamberlain to Milner, High  
Commissioner, sent 10:45 p. m.,  
October 10, 1899: Her Majesty's  
Government has received with  
great regret the peremptory de-  
mands of the South African Re-  
public, conveyed in your tele-  
gram of October 9. You will in-  
form the Government of the  
South African Republic in reply  
that the conditions demanded by  
the Government of the South  
African Republic are such as  
Her Majesty's Government  
deems it impossible to discuss."

CAPE TOWN, Oct. 13, 9:35 a.  
m.—A dispatch from Vryburg  
says that an armored train has  
been destroyed. It is feared  
that much loss of life will re-  
sult. The news has been unof-  
ficially confirmed.

JOHANNESBURG, Oct. 12.—  
War was declared yesterday.  
The formal declaration goes  
into effect at 10 o'clock this  
morning.

PARIS, Oct. 12.—Secretary  
Vanderhoeven of the Trans-  
vaal European agency officially  
notified the French Government  
this morning that a state of  
war between the South African  
Republic and Great Britain ex-  
ists, and has existed since last  
evening.

LONDON, Oct. 13.—When the Cab-  
inet meets at noon today it is evident  
the Boer advance will be in full swing.  
Judging from present appearances the  
Boers are preparing for a simultaneous  
invasion at five separate points,  
Lalag's Nek, Kimberley, Vryburg, Ma-  
feking and Lobatse. Therefore, it is  
almost impossible to guess the plan of  
campaign. A dispatch from Durban,  
dated Thursday morning at 8 o'clock,  
announces that the Boers seized Al-  
bertina station and demanded the keys,  
which were delivered to them by the  
station master, who reached Lady-  
smith on a trolley car. The excite-  
ment at Ladysmith is increasing and  
the troops are ready to act at a mo-  
ment's notice.

It is now definitely known that the  
British Government sent no final pro-  
posals to Pretoria. The Transvaal's ul-  
timatum forestalled that intention.  
So far as news received thus far  
shows not a shot has yet been fired.  
The evacuated district between  
Charlestown and Newcastle, Natal, has  
an area of 250 square miles, and con-  
sists chiefly of hilly moorland sparse-  
ly populated.

The Jacobsdal commando of the  
Free State Boers is marching on the  
Modder river.

In reply to the formal inquiry of Sir  
Alfred Milner, Governor of Cape Col-  
ony and British High Commissioner in  
South Africa, President Steyn of the  
Orange Free State announces that that  
state will make common cause with  
the Transvaal.

The home preparations for war are  
growing apace. The reservists are re-  
sponding more actively to the procla-  
mation ordering their mobilization and  
the Government has engaged more  
transports.

In military circles no apprehension  
is felt at any of the movements yet re-  
ported on the part of the Boers, and it  
is not believed they will make any se-  
rious attack, preferring to wait for the  
British to advance.

There is no abatement in the anti-  
English feeling on the Continent. The  
Times' Berlin correspondent declares  
that the German nation as a whole is  
unfriendly to England and that there  
would be rejoicing on all sides if En-  
gland should suffer disaster or damage,  
just as the people were ready to re-  
joice had America suffered defeat at  
the hands of Spain.

Advices from Vienna report that at  
an anti-Semitic meeting there Burgo-  
master Lueger included both the  
United States and England in a charge  
of ruthlessness and thirst for gold, es-  
pecially criticizing America in her  
economic dealings with Europe. Herr  
Lueger, in the course of his speech,  
paid homage to the patriotism and love  
of liberty displayed by the Boers.

LONDON, Oct. 14.—The Exchange  
Telegraph Company has received a  
dispatch from Cape Town, dated this  
morning, saying that the Boers have  
blown up another armored train car-  
rying telegraph operators from Mafek-  
ing.

The Boers, it is reported, have de-

stroyed the railway north of Fourteen  
Streams, between Vryburg and Kim-  
berley. Fighting is still continuing in  
the neighborhood.

According to dispatches from the  
front the Boers have made several at-  
tacks on Mafeking, all of which have  
been repulsed.

In connection with these rumored at-  
tacks upon Mafeking, a disquieting re-  
port comes from Pretoria to the effect  
that the Rustenburg and Marico com-  
mandos have crossed the border and  
entered the Rooigrond territory, be-  
tween Lichtenburg and Mafeking,  
blowing up the bridge over the Malop-  
po river and destroying a trainload of  
dynamite and the track. As Mafeking  
depends upon Rooigrond for its water  
supply, the significance of this move  
is evident.

A dispatch from Pretoria, dated Oc-  
tober 14, says: "General Kock wires  
from the Natal border that his com-  
mando has occupied Botchoa pass and  
has also captured the railway sta-  
tion."

The latest reports from Vryburg say  
that the armored train that was de-  
stroyed at Kraspaal contained, in ad-  
dition to Nesbitt's force, a number of  
workmen and six residents of Marigo-  
go, south of Mafeking, who, on hearing  
of the Boer advance, took refuge in the  
train.

Captain Nesbitt, who was killed at  
Kraspaal, belonged to the Mashona-  
land and Mounted Police. He served  
in the Matabele war, during which a  
daring exploit won him the Victoria  
Cross. With thirteen men he fought  
his way through the Matabeles, re-  
lieved a beleaguered party and escorted  
them to Bulawayo. Three of the  
party were killed and five wounded,  
all the horses being killed or wounded.

The following dispatch from Lady-  
smith has been received at the War  
Office:

"Sir George Stewart White went in  
the direction of Van Reenen's at 3 a.  
m. (Friday), but failed to draw the  
Boers to the pass. He returned to  
Ladysmith, where he is now. No en-  
gagement occurred."

DURBAN, Oct. 14.—Authentic news  
has reached here that 3,000 Boers  
camped on the Ingogo battlefield last  
evening.

Two armored trains now patrol the  
line in the vicinity of Ladysmith. The  
transporte Gaul and Hensada arrived  
today from India.

The transport Wardha, with a con-  
tingent of Lancas, was compelled to  
put back here. She encountered a se-  
vere gale at East London, southeast of  
King Williamstown, and was consid-  
erably damaged, losing nearly 100 horses.

PRETORIA, Oct. 14.—Advices from  
Volksrust confirm the report that a  
Boer commando has occupied Lalag's  
Nek without casualties. The health of  
the burghers is good.

DURBAN, Oct. 13, 12:50 p. m.—The  
Boers have not occupied Newcastle.  
The last train left last evening  
(Thursday) with the railway, tele-  
graph and police officials.

Mr. Jackson, the magistrate, and a  
few residents remain there at their own  
desire.

The Boers are encamped at Ingogo,  
fifteen miles from Newcastle.

GLENCOE CAMP, Oct. 13, 10 a. m.—  
The Boers have occupied Spitskop, near  
Newcastle.

KIMBERLEY, Oct. 14.—The report  
that fighting has taken place at Kras-  
paal has been officially confirmed.

LONDON, Oct. 14.—The following  
official dispatch has been received from  
Cape Town, where it was filed at 2:35  
p. m. today:  
"The engine driver and one native  
escaped from the captured armored  
train. The former was wounded in the  
hand. He reports that Captain Nesbitt  
was slightly wounded and that the party  
in the train, whose number he does  
not know, was captured by the Boers.  
He believes that the prisoners were  
unharmed."

The armored train that was sent to  
Vryburg from Kimberley with the two  
7-pounders has returned to Kimberley  
in safety, having transferred the guns to  
the train that was destroyed."

### Iwille Crossing.

Owing to the rapidly increasing  
traffic on the Iwille road and to lessen  
the danger of accident at the railroad  
crossing the O. R. & L. Co. are placing  
a signal box on the Ewa side, at which  
will be stationed a flagman whose duty  
will be to attend to and regulate traf-  
fic there. The box is a very neat af-  
fair, with glass on three sides, and will  
add a few months to the life of genial  
Jock McGuire, whose smile has of late  
become tarnished.

### "COUNT ON US."

(A Greater British Song.)  
When you mobilize your forces  
And you call up your men,  
If you calculate resources,  
In freedom's cause, why then  
You'll count on us.

We're not forgetting our homeland,  
Our hands across the sea  
Means instant succor; take your stand,  
Uphold the right, you're free  
To count on us.

There's fifty million men abroad  
Will act as one with you;  
Fling forth your banner; draw your  
sword;  
We know your cause is true;  
Aye, count on us.

Around the world our drum-beat starts  
Its speech is English, too;  
In freest tones, to every heart,  
It speaks in all to you—  
Says "Count on us."

Sons in the States, in Canada dear,  
From Austral Meant land  
And Afric's shores far and near,  
Your own boys, we all stand ready  
Yes! Count on us.

J. B. BAILEY.











## HAWAIIAN GAZETTE.

SEMI-WEEKLY.  
PUBLISHED TUESDAYS AND FRIDAYS

W. M. ARMSTRONG, EDITOR.

TUESDAY, OCTOBER 24, 1899

## DREYFUS-SURRATT.

France has her Dreyfus case. America has her Surrott case. In both the government and the people, in a frenzy of excitement, provoked by similar causes, abandoned the principles of justice and committed a national crime.

Prof. Scott aptly alluded to the Surrott case during the discussion of the Dreyfus case in a meeting of the Research club last Friday.

Mrs. Surrott was executed as one of the accessories to the assassination of President Lincoln. The verdict of history will be, if it is not now, that she was judicially murdered. She was tried before a court-martial in a time of intense excitement, and with others was convicted of the crime. Two days afterwards she was strangled on the scaffold. She was allowed no appeal to a higher court, as Dreyfus was allowed. The Executive refused to obey a writ of habeas corpus issued in her behalf, and snapped its fingers at the courts. Her witnesses were intimidated. The gates of the White House were barred against the admission of any humane petitioners. Even her daughter lying prostrate on the steps of the Executive Mansion was refused a hearing. A recommendation to mercy, signed by five members of the court-martial was taken to the door of it by Judge Advocate Holt, who acted for the government in convicting her, but it is not clearly known to this hour, whether or not President Johnson saw it.

The evidence upon which Mrs. Surrott was convicted was officially published some months afterwards. Many cool headed men who had read the evidence published during the trial in the journals, feared that the court-martial in convicting Mrs. Surrott was only responding to the excitement of the moment. After there was an opportunity to study the evidence in full, many, especially lawyers and judges, felt that the evidence was insufficient to convict, and that if the case had been reviewed by the courts, or it had been tried before a jury, under the direction of the court, no conviction would have been possible. But the deed was done. The woman had been executed by the national authorities, and the public seldom revises and condemns its own conduct.

At the same time among the thinking classes there was a conviction that wrong had been done. They saw that the fact that Booth visited Mrs. Surrott's house was not sufficient evidence of guilt. Booth's associates declared that she took no part whatever in the commission of the crime. Those who were executed with Mrs. Surrott, stated solemnly on the day of their execution that she was innocent. Those who were sent to the Dry Tortugas said also that she was innocent.

Judge Advocate Holt and John A. Bingham, a member of the House, had conducted the prosecution. Judge Holt became restless at the slur cast upon him that he had permitted her execution, by withholding from President Johnson the recommendation to mercy. In 1883, eighteen years after the affair, he publicly addressed a letter to James Speed, Attorney-General during Johnson's presidency, pitifully, urgently asking him to state publicly that the President had received the recommendation to mercy. This would have cleared Holt from the charge of abetting the execution. Speed refused to reveal Cabinet transactions, and Holt publicly denounced him for not removing this stain on his character. (North American Review July, 1888.)

John A. Bingham, who had assisted in the prosecution, was a member of the House, and on making some remarks on one occasion, Gen. Butler of Massachusetts turned on him with contempt and taunted him with, "Hanging an innocent woman."

Judge Bingham was afterwards appointed Minister to Japan and made an excellent record. The conviction and execution of Mrs. Surrott weighed on his mind. There were occasions when he failed to control himself and on these not infrequent occasions, he not only denounced President Johnson for failing to save the woman but indulged in the strongest profanity towards his action. He stated again and again that the President had said to him that he would not hang Mrs. Surrott, and that he, the President had the recommendation to mercy before him. The President denied this statement. Professor Scott, who was his neighbor in Tokyo, frequently heard him use this language. The writer also heard him use it in 1881. The act of the President was the act of the people.

There is this difference, if it is a difference, between the two cases. Dreyfus was convicted, imprisoned, re-tried, convicted and pardoned. Had he been executed on the first conviction

like Mrs. Surrott, the case would have ended and justice in this world would never have been done. As it is, France made some reparation. America never has.

Dr. Mudd, who bound up Wilkes Booth's broken leg, was convicted and sentenced to the Dry Tortugas for life, we believe. At the end of eight years of imprisonment, the President, on a careful re-examination of the evidence, pardoned him. He had, unfortunately, known Booth, and the latter in his flight called upon him to dress his broken leg. But the evidence on which he was convicted by an excited court martial was so flimsy that a Justice of the Peace would not have considered it. The air at the time was full of conspiracies. The assassination of a President put the nation beyond self-control. It demanded vengeance and it could not wait. Even then, there were men who never lost their heads, and believed and said that it was for the Civil courts and not for a court-martial to try the accused.

Under these circumstances we should hesitate, as Americans, to denounce the French people.

## IS IT PEACE?

If Aguinaldo is disbanding his forces and relies upon his Democratic and Mugwump allies in America to fight his battles, he has adopted a sagacious and brilliant policy. His war expenses are probably less than \$10,000 per day, perhaps much less, while we are spending at least half a million per day in fighting him. But what does it profit him if it is a losing game and he suspects that it is?

If he leaves his cause to the American people, he will find that his suspicions are without foundation. No doubt our treatment of the Chinese by the Federal Exclusion Act, and the foolish promises of Consul Wildman have given the Filipinos much cause for lack of faith in our good motives. But Aguinaldo is not a statesman, and few foreigners can be found who can understand the real thought of the American people. The final policy of both Republicans and Democrats in America is precisely the same. It is the policy founded on tradition, to permit men to govern themselves, with this reservation, that they shall govern themselves without disturbing the peace. Neither Great Britain or the United States in the interests of trade will permit these weaker races to cut each other's throats under the cloak of self-government.

Let us not be impatient with Aguinaldo, though we drive him to the wall. We have perhaps, through the absence of diplomatic skill, shown to the Filipino too much of the sword, and too little of the friendly hand. With time, and blood and iron comes light and finally understanding. The war has educated both sides. The American people are in the period of sober second thought and in that period wisdom takes deep root.

## THE GOVERNMENT MONEY.

What should the Government do with the enormous amount of coin held in the treasury vaults? It will soon reach the sum of \$2,000,000. For the number of people and the amount of business transacted here, this sum held in suspense is excessive, and already disturbs business interests. The Advertiser stated, some weeks since, that an accumulation of money in the Federal treasury, far less in proportion to this sum, threatened the banking interests in 1886 with a panic, and the government relieved the pressure by depositing the money in the banks. This was not done by any authority of law. But the transaction was safe, because security was obtained for the deposits.

The opinion of the Attorney-General, if closely followed, as it should be, forbids the spending of any money on any property belonging to the United States, including lands, roads, docks and buildings. Territorial money cannot be lawfully spent upon Federal property. Until some authority to do so is issued from Washington, expenditures upon public improvement must cease, unless certain risks are taken. Such authority may be received before long, which will protect the Government in expending money according to municipal law.

But aside from this, there is, and will be, an excessive accumulation in the treasury, which should be in circulation.

The local Government is not authorized to run the business of the country. But if the business community are united in urging the Government to relieve the pressure for money, it should at once take measures to distribute this "dead" coin, and make it useful. There is no difficulty in doing so, if the business community urges it.

This is a matter which the Chamber of Commerce should take notice of at once, and furnish the Government with some authoritative data upon which it may act. It is not for the Government to take the initiative, because it should not volunteer to act, beyond the sphere of its duties as prescribed by law.

## A NATIONAL REPORT.

The San Francisco Call of the 13th contains sensational extracts from a report said to have been by a special agent sent by the War Department to examine the condition of affairs in Luzon. The Call declares that the report was pigeon holed, but that the extracts which it publishes are genuine. The Call's language, which seems to be justifiable if the facts related are true, is: "It tells plainly and directly of the jealousy, bickerings and dishonesty of certain officials in the army and navy, of the misadministration constantly sent out to the public, of the shameful treatment of the wives and daughters of the natives by some of the American troops, of the gross incompetency of many political appointees and of the heartless conspiracies on the part of men in public and private life to rob both the natives and this Government."

There is nothing remarkable in this report. It is with some modification merely a repetition of scores of reports made to the Government during the Civil war, and which are accessible now to the reader. The jealousies existing among the officers are of the same kind that made the brave heart of President Lincoln so weary during that war. Regarding the treatment of the enemy, can we expect the soldier to show deference, or even kindness to people he is expected to kill? What we call the "treachery" of the Filipinos, they call "patriotism." And if they take advantage of opportunities to kill our men by ambush, and false flags of truce, will not our men retaliate in their exasperation? As for looting and rapine, they are the incidents of war. The German proverb is, "When war breaks out, the devil enlarges hell." Its condition cannot be very materially changed by treaties or preaching. The men who deliver orations, and write poetry about the nobility of war, are not out of the ranks. One may imagine an army of chivalrous knights, filled with lofty principles, treating the erring people of Manila with courtly consideration. The fibre of the men in the ranks of our regulars is not of this fine make. Assuming that this report, published by the Call is true, it does not show that the war is less necessary or just. The conditions only show the mysterious and cruel ways of evolution.

## THE N. Y. SUN'S CRITICISM.

The New York Sun, in a long editorial in its issue of Sept. 25th, severely criticizes Mr. Dole, because he had said in an interview that, "Secretary Hay was not thoroughly informed as to the lines on which we are working here." The Sun chose to regard this remark as a piece of impertinence and accordingly abuses the local Executive.

The New York Sun has always been friendly to Hawaiian interests and to the Dole Government. Why it should select this remark of Mr. Dole's as a reason for making an attack upon him, is certainly not easy of explanation. Had it been better informed the Sun would not only not have made the severe comments it has made, but would have, on the other hand, sympathized with the trials and tribulations of governing a territory which takes orders from three separate departments of the Federal Government, which, through lack of time, do not always work in harmony.

The Sun did not know, when it made its comment on Mr. Dole's conduct, that, at the time of annexation he carefully framed questions on many doubtful points, and asked to be guided from Washington. Could there have been a better foresight, or more complete evidence of a desire to be guided by President McKinley?

The State Department answered these questions, through Mr. Sewall, and among other replies, told the local Government to continue the administration of the land laws as they are a part of the municipal laws. And so the administration continued, until the squatters made a movement towards raising their sovereignty on Hawaii, and defeating the homestead laws.

Secretary Hay without taking the trouble to find out what his predecessor had advised and directed, took a new attitude in the matter, due to his own examination of the case, and, without, it seems, being acquainted with the directions given by his predecessor. His views were followed by the opinion of the Attorney-General, and the proclamation of the President, overthrowing the instructions asked for and given at the time of annexation.

Under these circumstances what would the Sun have said if it held Mr. Dole's responsible position? Would it have confined itself to the mild language used by Mr. Dole when he said so, if the business community urges it? The Secretary is not thoroughly informed as to the lines on which we have been working here, that is, the Secretary is not thoroughly informed as to the contents of documents in his own office.

Mr. Dole, manifestly bound to show respect to the opinions of his superior officers, could hardly have said less than he did, or with less offense.

The Sun in his place would have lost its temper, and taken its usual course of abusing the Federal Executive.

Nor would the Sun have said what it has, if it had known that the land laws which the local Executive have been administering, up to the time of the President's proclamation, are in favor of American civilization, and intended to secure it. Their suspension has already partially stopped some desirable immigration and in a period of transition when American settlers are sorely needed. It may be said with the utmost respect, that neither the President nor his secretaries, have the time to study our local situation. They do not, as well as the majority of our own people do not, comprehend that every hour the Asiatic forces are increasing in these islands, and that soon, by the sheer force of numbers and intelligence, will make themselves felt. The only practical way to meet, not an invasion of Asiatics, but a natural and peaceful growth of influence is by establishing American settlements. The laws which promote this settlement are now suspended. The great tracts on Hawaii are closed to lease or purchase. The American farmer is turned away. In the mean time the other and prominent races are increasing and every hour taking a better grip on our social assets. What would the Sun say, if it knew the situation?

## BOOMING THE BEET.

Secretary of Agriculture Wilson is manifestly a boomster. He is reported to have said recently in Los Angeles:

"As a nation we will supply our own sugar needs in a few years," declared the secretary, who is deeply engrossed in the subject of sugar beet culture. "We will go further and have a surplus. Why must we purchase one ounce of sugar from any nation when we can raise it at home? Two years ago we had five beet sugar factories, last year we had nineteen and this year we have fifty."

"It will take \$200,000,000 in capital invested in sugar factories to bring our people to that point," enthusiastically remarked the secretary, "but that will give 400 factories costing \$500,000 each, and they will be found in every section of the Union. I have just come from the Grand Ronde Valley in Oregon, where this year they have put in 3,500 acres of sugar beets, and here I am in the midst of that land that leads all America in sugar beet culture and production. If beets can be raised from the extreme north to the extreme south, what's the matter with the middle?"

Now a surplus of sugar in the United States means low prices. The moment that surplus like the surplus wheat and corn goes into the world's markets, the prices of sugar will be made by the world's markets, as the price of grain is made. With the placing of the British colonial sugar industry on a scientific basis of cultivation and grinding, the supply of colonial sugar will greatly increase and adjust the market.

The Secretary is evidently bent on urging the rapid development of the sugar beet industry. Let us, as patriotic Americans, applaud the growth of any industry which makes America great, and strong and prosperous. It may draw the lines closer around our local banana, in due time, but we shall not be cry-babies and weep, because we do not have it all our own way. Our prosperity has given us a long start in the race and if we are negligent enough to lose the advantage, we are simply our own worst enemies.

Besides, more experienced men than the Secretary do not fear the competition of the beet with the cane. It is the competition of the cane with the cant that is to be feared. In free sugar from Cuba and Mexico there is more danger to us than from the beet of the temperate zone.

It is neither sensible nor patriotic to wish for a failure of the beet industry, but we have the right and it is our duty, to intelligently and constantly estimate the value of every project which may in time, affect our own interests. The iron masters of Pennsylvania, fifteen years ago, laughed at the competition of Alabama in the iron and steel markets. But, in ordinary times, Alabama now makes the price of iron in America.

## THE ADMIRAL NO CANDIDATE.

The value of experience and training in public affairs weigh lightly on some minds. Urging Admiral Dewey as a candidate for the Presidency is simply an explosion of political uneasiness and ignorance. Placing a man in a high, responsible position in one department of human affairs because he has been successful in another department exhibits the narrowest conception of the qualifications for the high office of President. When one of the Governors of a province in Persia telegraphed to the Shah that he had produced the first ripe watermelons of the season the Shah replied at once: "I recognize your skill; I make you my Minister of War." Fortunately, Admiral Dewey will not consent to be a candidate. General Grant positively refused to be a candidate for the Presidency, and finally consented only after the Repub-

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Iceland leaders had pounded him with the statement and argument that the Republican party had made him and that he alone could carry the party in the coming election. He goes down in history as a great soldier and an indifferent President. Fortunately, Admiral Dewey has sufficient common sense to refuse to be made a cat's-paw by either party.

In fact, the Democrats only would nominate him; not because they have any love for him, but in order to beat the Republicans, just as they elected Cleveland, although the leaders had no confidence in his loyalty to the bosses; nor will the Republicans nominate a man whose disposition towards the party organization is entirely unknown. They do not act on promises, but on knowledge of a man's political history. "Will he pull in the party traces?" "Will he recognize party obligations?" The leaders cannot afford to take any chances; nor will Admiral Dewey take any chances, unless there is a popular uprising in his favor. His fame as a great Admiral is secure. He has reached a lofty position; he has the gratitude and love of the people and now has earned a rest. The men of both parties hold him in the highest esteem. An election to the Presidency would at once set six millions of the voters of the defeated party to kicking at him, abusing him, calling him a coward, a liar and a nincompoop. If he was elected President he would, like Grant, cease to command universal respect, and incur the wrath of about one-half of the people. As the great Admiral he may remain in office for twenty years and if Congress will take his advice, aid in building up a powerful navy. To do this is his natural occupation, for which he has been in training for many years.

## HARMONY BETWEEN RACES.

In the works of the Newport News Shipbuilding Company, at Newport News, Virginia, there is no discrimination between white and negro labor. The company was organized and is controlled by C. P. Huntington. Regard for, and sympathy with, the negro is one of the strong traits of his character. He is no sentimentalist on the subject. He said many years ago, that the country owed much to the negro race for having kept it in slavery for a century, and the best practical way of paying the debt was to give them a chance to work, and to educate them to be good workmen. In the best equipped ship building yard in America and it is said, in the world, he made it the rule that the negro should have a chance, and if the white employee did not like it, he could leave. The two races work together in harmony. As the policy of the company favors the acquisition of homes by the employees, the whites are contented because they cannot do better elsewhere.

Over 5000 men are employed in works of the company, and of these two-thirds are colored. The company not only makes a large profit, but is incidentally doing a vast missionary work for the negro. Owing to steady employment and good wages the employees insist on the education of their children and have a desire to become good citizens.

Has Hawaii, in dealing with the Asiatic races, made a step in the same direction?

## Flora of Hawaii.

The flora of the Hawaiian Islands is a subject of great interest to the people in this section of the country, and anything that serves to give an idea of the flowers and plants of that interesting section of the globe will attract special attention. James Lindsay has recently received a large consignment of Hawaiian ferns and foliage plants from Hawaii, embracing in the collection many rare and valuable specimens. The collection is on display at the Hawaiian village and Mr. Lindsay will take pleasure in exhibiting them and explaining to all who may call to inspect them. Considerable money has been expended in gathering and shipping this collection to Omaha, but those who visit it will readily realize that the expense has been well undertaken.—Omaha Paper.

## THE TRAMWAYS

Defendant Company Files  
Its Answer.

In the Suit Recently Brought  
Against It by One of Its  
Own Stockholders.

In the Circuit Court yesterday an answer was filed by the Hawaiian Tramways Company in the injunction suit instituted against it by T. S. Southwick. Following are the principal matters set up in the answer, which is quite lengthy:

"On information and belief defendant denies that Southwick is a member of or stockholder in defendant corporation."

"Sets up that by virtue of the grant of the Legislature of the Hawaiian Kingdom, known as Chapter 18 of the Session Laws of 1886, it is authorized to occupy and use either a single or double track on King street."

"Admits that it is now occupying one track on King street and is now tearing up said street for the purpose of laying a second track; admits that it threatens to use electric power for the propulsion of its cars along said rails by the overhead trolley system, provided it has the legal right and power to do so; but denies that it intends to use such power unless its right to do so is established by proper proceedings before the proper authorities. Defendant denies that in the doing of the acts alleged in the bill or otherwise it threatens to or is expending any large sums of money, or is lessening by any act the value of plaintiff's stock or jeopardizing his interests therein."

"Defendant admits that the majority of the board of directors have been and are assuming powers to act in all matters in the premises and asserts that they are so acting with the consent and approval and by the authority of the majority of the stockholders, but denies that any of the acts complained of are illegal."

"Defendant further asserts that the acts complained of were commenced a long time prior to the purchase by the complainant of his shares, and that it was well known by the plaintiff at and prior to the time of purchasing said shares that said acts were in contemplation by the defendant corporation and were being carried out."

"And defendant further answering says that the action brought by plaintiff is not brought in good faith or for a proper purpose, and on information and belief avers that the plaintiff is an employee of one W. R. Castle; that the said W. R. Castle is now and at the time of the commencement of this action was a stockholder in a certain corporation known as the Honolulu Rapid Transit & Land Company and attorney for the same."

Further answering, the defendant says that on the 11th day of October the said plaintiff became the purchaser of twenty shares of the capital stock of defendant by endorsement of one W. F. Allen, the real holder thereof, and that no transfer was entered upon the books of said corporation of the change of ownership between Allen and the plaintiff, and that the plaintiff at the time of the commencement of this suit was not and is not now a member of the defendant corporation; that said purchase was made by plaintiff at the instigation of and for the benefit of the Rapid Transit Company, and that the plaintiff purchased said shares for the purpose of instituting this suit and other litigation against defendant for the benefit of the Rapid Transit Company, and that this suit was commenced on the day on which the plaintiff acquired said shares. Defendant further avers that the acts complained of were done by it and its servants for the benefit of its stockholders, tending to enhance the value of the shares held by them and to increase the dividends payable thereon.

Defendant prays that the injunction be dissolved and that the action be dismissed, with costs.

## WATSON'S SQUADRON.

To be Reinforced by Four Additional  
Men of War.

WASHINGTON, Oct. 7.—"Four additional men-of-war have been ordered to join your fleet, four more will be ordered next week, and four more the week after if it is found necessary."

This is the substance of a cablegram sent to Rear Admiral Watson by the Navy Department. Dissemination of this news, coupled with the additional information that Admiral Dewey heartily supports the President in his purpose to crush the rebellion will, the authorities believe, have a very wholesome effect upon the Filipino army.

Official information received here shows that Aguinaldo has been keeping a large number of malcontents in check by assuring them that Admiral Dewey was the friend of the Filipinos and that when he reached Washington his influence would suffice to bring about arbitration. Admiral Dewey himself knew of this talk, and in his first interview with the President made it plain that he fully agreed with the chief executive that a sound thrashing of the rebels was necessary in order to secure an early peace in the Philippines, and that the islands should be permanently held by the United States. When it becomes generally known to the insurgents that Admiral Dewey endorses the administration policy the authorities, including the admiral, expect that Aguinaldo's army will become so demoralized that surrender will be inevitable.

## NEW BULGARIAN MINISTRY.

SOFIA (Bulgaria), Oct. 13.—M. Ivanchoff has succeeded in forming a Cabinet to succeed the retiring Ministry of St. Grouff.



## FATE OF THE BOERS

Herr Friedenthal Tells of the Country and Its People.

## THE DYNAMITE MONOPOLY

Boers are Hospitable to Strangers but Suspicious of Foreign Settlers of Any Nationality.

In conversation with a representative of this paper yesterday afternoon at his rooms at the Hawaiian Hotel, Herr Friedenthal expressed himself as more than pleased with his visit here, and has nothing but the highest appreciation of the culture of Honolulu people and of the beauty of Hawaii.

"In all my travels," said Herr Friedenthal, "and I have yet to learn of a part of this habitable sphere which I have not yet visited. I have never found a peer to this beautiful land. I have witnessed the famed beauties of Ceylon, Candia, Madeira and the Canaries, but it is reserved for this, my last tour of the world and my second visit to these islands, to find the most beautiful jewel of them all—the 'Paradise of the Pacific,' Hawaii."

Speaking of his travels and in answer to a question as to his tour through South Africa and the Transvaal, Herr Friedenthal said:

"With regard to that matter you must not expect an impartial opinion from me, for I have seen too much of the English not to fall in line with the strongest admirers of progress and award them all honor for their mighty effort toward the advancement of the world, and yet one cannot but sympathize with the Boer in his trouble. The Englishman in the Transvaal looks upon the Boer somewhat in the same manner as he would a pig; to him he appears a slovenly, filthy, hypocritical rogue, content to dawdle his life away in raising a few sheep and cattle for his own use, and taking neither part nor share in the development of the natural resources of his country; but in this the Englishman is mistaken; the Boer has but one book—his Bible—and he firmly believes in its teaching; nor is he as filthy in habits as is said. He is ignorant, inasmuch as he does not care for the world outside the Transvaal; he is cunning, but it is the cunning of the uneducated man only, not that of the cultivated swindler with whom he is brought in contact too often for his own prosperity, but he is truly hospitable to every stranger; he loves his veldt, his horse and his rifle as his life, and most certainly he will cheerfully lay down the latter in endeavoring to retain the former. He does not wish to close his country, like China, but he does want the management of his country to remain in his own hands; he knows he is already in a minority so far as numbers are concerned, and he knows also that as soon as he surrenders to the uitlanders the right of franchise just so soon does he relinquish all hope of so doing. He is well aware that he is not fighting the English as a nation, but the millionaires, the speculators and wire-pullers of all nations with Cecil Rhodes at their head, and he looks toward the day, if he should fall, when his country will be as closely fenced as is the adjoining Kimberley diamond district, where to be the holder of a precious stone is to be a most unlucky man, since such a man must carry it immediately to the Commissioners under pain of a heavy penalty, where its value is appraised and he receives a tithe of its real worth and is closely watched ever afterwards."

"To give an idea of the non-progressive nature and ignorance of the Boer, while in Bloemfontein I happened to be present in the Raad, or Parliamentary Assembly, and heard a discussion (in Dutch, of course,) on a proposal to build a new railroad. One member stated that he did not see the necessity for such a work; they already had one and their fathers did not deem it necessary, so why should they? The news one obtains from South Africa in regard to the Boers must be believed in part only, since the principal sources are the Cape Times and Argus, both strong supporters of Mr. Rhodes and his imperialistic policy. The Boers, as their name signifies, are purely peasants; they are white as the uitlanders, have their own patriarchal laws and abide by them in the strictest sense; if they have no love for the uitlander, are they to be blamed and despised? It is asserted that they are most corrupt in their business transactions, but I have seen no more corrupt than elsewhere. Kruger himself is a rich man but by no means a millionaire. It has been said that Cecil Rhodes once stated that for \$10,000 he could buy the Boers, but events have proved the fallacy of such a statement. In regard to the dynamite monopoly, the facts are that a few years ago, when the country was not so prosperous as today, when it was, in fact, poor, the Government sold the right to import the explosive to a foreign corporation. Now this company fixes its own price, which must be paid, yet the Government cannot break its contract, for with the Boers such an act would be the blackest of sins upon the whole nation."

"Then again, the price of coal is fixed by the Netherlands Railway Company, who built their road when no other corporation would do so. Can the Boers be blamed for a plain business transaction by the railroad monopoly, no matter how hard it strikes the consumers?"

"As a matter of fact, the gold output is not taxed to any such extent as

is the diamond output from the Kimberley (Cape Colony) district. It is not generally known that the monster petition to Queen Victoria from the uitlanders was followed by one quite as large from British residents upon the other side of the question; nor is it generally known that President Kruger presented claims to all uitlanders and inlanders alike who had paid their taxes during the year. As to the present war, there can be but one ending, although the Boers will do an immense amount of damage to the millionaire mine-owners whom they clearly recognize as the prime movers in the present trouble. For the English Queen and her people the Boers have a profound respect, but so soon as an Englishman, or, for that matter, any foreigner becomes a settler in his country he becomes the object of the Boer's suspicion and dislike; but, though the war is a most lamentable affair, progress must carry the day always, and the fate of the Boer will add but another page to the book of history."

## A TICKET FOR 1900

Suggested by New York Mail and Express.

Let it be William J. Bryan for President and Atkinson for the Vice President.

Inasmuch as the Three Tailors of Tooley Street resolved certain important things in the name of "we, the people of England," there is no earthly reason why the "anti-imperialists" of the United States should not extend their protecting influence over the destinies of the nation on a somewhat similar plan. The report from Washington, therefore, that they are about to form a brand new political party, with all the modern improvements, is not at all alarming. They should go ahead by all means. Their performance would brighten up the gloom very decidedly. To help the scheme along the Mail and Express begs to offer the following suggestions:

**FOR PRESIDENT.**  
W. J. Bryan, of Nebraska, if not otherwise engaged.

**FOR VICE-PRESIDENT.**  
Edward Atkinson, of Massachusetts, if he can get permission of Emilio Aguinaldo.

**PLATFORM.**  
Resolved, That the American eagle is a buzzard.  
Resolved, That we hereby denounce the Puritans for not obtaining the consent of the governed.

Resolved, That Admiral George Dewey shall be tried by court-martial for his discourteous treatment of the Spanish fleet in Manila bay.  
Resolved, That the American soldiers now operating in the Philippines shall be brought home and slapped into jail for the reckless use of firearms.

Resolved, That the man who says Aguinaldo is a treacherous wretch is no gentleman.  
Resolved, That the present Administration has fractured the southeast corner of the Declaration of Independence and forced the American Constitution into innocuous desuetude.

Resolved, That we do now take up a collection.  
This is merely an outline platform, but it fairly represents the principles to which the "anti-imperialists" are committed. As for the ticket suggested above it is running over with voice and sympathy, and would sweep Dedham, Mass., and the third ward of Lincoln, Neb., like a prairie fire in August. The new party can't get into the field too soon. The bars are down, the clover is knee high, and the newcomer can cavort and be glad. Make ready, everybody, to welcome the little stranger.

## LIVELY STEAMSHIP WAR.

Pacific Mail and South American Lines Involved.

PANAMA, Oct. 13.—War between the Pacific Mail Steamship Company and the Pacific Steam Navigation Company and the South American Steamship Company seems to be on in earnest. The Pacific Mail has cut passenger rates from Panama to Oco and all intermediate points in Costa Rica, Nicaragua, Honduras and Salvador 50 per cent, and the other two companies, which work in harmony, announce a cut of 25 per cent in the same traffic. It is possible that the latter companies will next month commence running their steamers to San Francisco, and if they do there will be an interesting three-cornered fight, for a German company is already in the field on that route.

## MOJAVE WIPED OUT AGAIN.

BAKERSFIELD, Cal., Oct. 9.—The town of Mojave was wiped out by fire tonight. The flames started under the platform of the railroad freight shed at 8:15 o'clock. They soon destroyed the transfer platform, the Southern Pacific warehouse and four cars.

The warehouse contained considerable freight and made a furious blaze. By hard work the passenger depot and railroad eating-house were saved. Meager details received here say that the flames spread from the railroad warehouse to the business portion of the town, which was destroyed.

Most of the residences on the south side of the track were also destroyed. The origin of the fire is not known.

W. H. Shipman has purchased the lease of the Baker ranch, Hawaii, and about a thousand head of cattle thereon. Henry Easton, formerly with the Capital Coffee Company, has been appointed manager by Mr. Shipman.

## SUIT FOR DAMAGES

Akana Wants Twenty-One Thousand Dollars from Colburn.

## FIVE THOUSAND FOR MRS. AKANA

Suit for Forcible Ejectment, Personal Injuries and Unlawful Entry and Trespass.

Deputy Marshal Chillingworth yesterday returned to the Circuit Court the papers in the trespass suit of Wong Chan Akana against John F. Colburn, with his return of service thereon. A perusal of the complaint shows that it will take just \$21,000 of John Colburn's hard-earned wealth to settle Akana's claim.

In the first place Akana wants an even ten thousand of Colburn's dollars for what he did on the 16th of October, 1899, wrongfully and forcibly enter the store and dwelling-house of plaintiff on the corner of King and Alakea streets and then and there with force and arms violently eject and expel plaintiff and his wife and employees from said premises and close and lock up the same and retain therein the goods and effects of the plaintiff, all of which proceedings were in contravention of his private rights under the law and to his damage in the sum of ten thousand dollars.

Five thousand more is asked as special damages for that defendant while committing the trespass aforesaid did unlawfully assault, seize hold of plaintiff and throw him violently and forcibly down, by which the plaintiff was greatly injured in his feelings and person in the amount stated.

Five thousand dollars more is wanted for that Colburn during the commission of the trespass first stated did unlawfully and forcibly eject and remove from said premises plaintiff's wife, who was then and for a long time thereafter had been ill and confined to her bed and caused her to remain for a considerable time partly unclothed upon the sidewalks in front of said premises, all of which acts caused plaintiff great mental suffering, etc., worth the sum claimed.

For other and special damages plaintiff wants the court to award him another thousand for that the defendant in committing the unlawful entry and trespass aforesaid did take possession of and retain in said premises certain perishable and other goods belonging to plaintiff, which were injured and destroyed, to plaintiff's further damage in the amount stated.

## CAPT. F. J. MILLS.

Captain Frederick J. Mills, late of the Second United States Volunteer Engineers, and formerly Lieutenant Governor and State Engineer of Idaho, shot and killed Chief Engineer O'Melveny of the Oregon Short Line Railroad in the offices of the company in Salt Lake on October 4. O'Melveny was shot three times in the right side of the head, the gun which did the deadly work being fired as rapidly as the trigger could be pulled. The awful tragedy was the result of alleged intimacy between O'Melveny and Captain Mills' wife, and it is understood that the charge made against O'Melveny by Captain Mills was based upon a confession made by Mills.

Captain Mills, who was stationed in this city last year and with his wife was quite well known here, has been a sick man for more than a year. When his regiment was in Honolulu last year he was in charge of the work of laying out the camp for the entire brigade stationed there. He was attacked with typhoid fever, it was thought as a result of inhaling germs that were released from the damp ground turned up in the work of preparing for the camp. He lay in the hospital at Honolulu for about six months before returning to the United States. Mrs. Mills, who was a nurse at St. Mark's hospital in Salt Lake city, went to Honolulu soon after the Captain became ill, and nursed him through his sickness, returning to Salt Lake with him.

## POISONED HER FAMILY.

THOMPSONVILLE, Mich., Oct. 7.—Mrs. Mattie Atkins last night gave her 6-year-old son and 12-year-old daughter morphine and took cocaine herself. Her moans attracted the attention of employees of the hotel where she was stopping. The woman and the boy were resuscitated. The girl died today. Mrs. Atkins was despondent over domestic troubles. She refused to tell where she came from.

## WANT THE LIBERTY BELL.

BOSTON, Oct. 10.—This city wishes to have the liberty bell brought from Philadelphia to this city next June, when the 125th anniversary of the battle of Bunker Hill will be celebrated. A resolution has been passed by the Board of Aldermen requesting the Mayor of Boston to ask the Mayor of Philadelphia for permission to bring the bell here for the celebration.

## BURIED THOUSANDS STOLEN.

FRESNO, Oct. 12.—Five thousand dollars was stolen from Peter Rosell, a winemaker, yesterday. The theft was reported to the police today. The money had been buried in the front yard.

## Tired Feelings

Due to Climate.

The weather is often very trying. The blood becomes filled with impurities and the nervous system is greatly weakened. One awakens in the morning just as tired as at night. Mr. John Dryden of Coolgardie, W.A., sends with his portrait the following:



"I go about the country a great deal and have to encounter very trying weather. When my system is run down by the peculiar depressing climate of our I always take

## AYER'S Sarsaparilla

It takes away my tired and depressed feelings at once and builds up my system in every way. As a blood purifier and nerve tonic I believe it to be the best medicine in the world.

To get the best results from Ayer's Sarsaparilla you should take Ayer's Pills also. They cure constipation, biliousness, sick headache, and dyspepsia.

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

HOLLISTER DRUG CO., Agents.

## LOCAL BREVITIES.

Raw sugar—unchanged.

President Dole returned from Hawaii on the Kinau Saturday morning.

The two big standard-gauge engines from the Baldwin works will arrive in Hilo per Falls of Clyde about the middle of next month.

The annual meeting of the shareholders of the Union Mill Company, Kohala, will be held on Monday, November 5, at 10 o'clock a. m.

If you are contemplating the purchase of any live stock call and see recent consignments received by the Honolulu Stock-yards Co., Ltd.

An application for a charter for the Peter C. Jones, Limited, corporation, was filed yesterday morning by Mr. Jones. The estate is incorporated at \$300,000.

Enough material for the Hilo Railway has been ordered in the States to make comfortable cargoes for vessels in the Hilo trade for the next six months.

Dr. R. P. Crandall, well known in Honolulu, assistant surgeon on the Iowa, has been promoted and detached from the ship. He is ordered to the Naval Hospital at New York as executive officer.

Plantation owners, managers, agents and buyers patronize home industry; no need of sending abroad for harness. C. E. Collins, King street, near Nuuanu, can supply you with any amount and description of both single and double harness.

The Halloween social under the auspices of the Christian Endeavor Society in connection with the Central Union church, was well attended last night at the residence of Mrs. Judd in spite of inclement weather. A most enjoyable evening was experienced by all the young people present.

The first volume of "Makapala by the Sea," by Anne M. Prescott, is a fresh from the press. This is a collection of articles from the pen of this well-known authoress and will be greeted with pleasure by the many friends of the writer. It is neatly bound in wine and gold and should find a ready sale.

At the meeting of the Kihel stockholders yesterday morning the program already outlined at length in this paper was put through unanimously. Alexander & Baldwin become the agents and the Hawaiian Commercial people will mill the cane until the two are consolidated.

The Whitehouse Contracting & Construction Company is the latest corporation to apply for a charter at the Interior Office. The capital of the company will be \$25,000 and the pro-

posals are \$100,000 and \$125,000.

Quotation Changes—Thirty-seven.

## Pacific Mail Steamship Co. Occidental &amp; Oriental Steamship Co. AND Toyo Kisen Kaisha.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned:

## FOR JAPAN AND CHINA: FOR SAN FRANCISCO:

CITY OF PEKING OCT. 21  
GAELIC OCT. 21  
HONGKONG MARU NOV. 8  
NIPPON MARU NOV. 17  
RIO DE JANEIRO NOV. 17

CHINA OCT. 21  
DAIRIC OCT. 21  
NIPPON MARU NOV. 17  
RIO DE JANEIRO NOV. 17

For general information apply to

H. HAKKELD & Co., Ltd. Agents.

## The Elgin

WORLD'S STANDARD FOR TIME KEEPING.

Should be in the pocket of every wearer of a Watch.

Many years' handling of Watches convinces us, that price considered The Elgin is the most satisfactory of American Watches.

Cased in . . .

NICKLE, SILVER, GOLD FILLED AND SOLID GOLD.

We have a full line and sell them at right prices.

ELGINS reach us right.

ELGINS reach you right.

Elgins stand for what is right in time keeping and lasting qualities, and that is why we are right in pushing the Elgin Watch.

H. F. WICHMAN  
BOX 342.

## Wilder's Steamship Company—LIMITED—

## TIME TABLE

S. S. KINAU,  
FREEMAN, Master.

MOLOKAI, MAUI, HAWAII.

NOTICE—CHANGE IN SAILING OF STEAMER KINAU.

On and after October 17 next the steamer KINAU will sail from Honolulu on Tuesdays at 1 p. m. for Kaunakakai, Lahaina, Maalea Bay, Kihel, Makena, Kawaihae, Mahukona, Laupahoehoe and Hilo.

Returning, will sail from Hilo on Fridays at 2 p. m. for above named ports, arriving at Honolulu on Saturdays.

Passengers and freight will be taken for Makena, Mahukona, Kawaihae, Hilo, Kahalua, Honoumuli, Papaikou and Pepeekeo.

Passengers and PACKAGES ONLY will be taken for Kaunakakai, Lahaina, Maalea Bay, Kihel and Laupahoehoe.

## S. S. CLAUDINE,

CAMERON, Master.

MAUI.

Will leave Honolulu every Tuesday at 5 p. m., touching at Lahaina, Kahului, Nahaia, Hana, Hamoa and Kipahulu, Maui. Returning, touches at above named ports, arriving at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

## S. S. LEHUA,

BENNETT, Master.

MOLOKAI, MAUI, LANAI.

Sails every Monday for Kaunakakai, Kamalo, Maunaloa, Kapaupapa, Lahaina, Honolulu, Olowalu. Returning, arrives at Honolulu Saturday mornings.

This company reserves the right to make changes in the time of departure and arrival of its steamers WITHOUT NOTICE, and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their freight; this company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk.

This Company will not be responsible for Money or Valuables of passengers unless placed in the care of Purser.

Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The Company will not be liable for loss of, nor injury to, nor delay in the delivery of baggage or personal effects of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the purser of the Company's steamers.

Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

C. L. WIGHT, President.

S. B. ROSE, Secretary.

CAPT. T. K. CLARKE, Port Supt.

## Bath Tubs, Lavatories, Water Closets, Sinks, Hot Water Tanks, Radiators, Tile and General Supplies.

Write for our estimate on anything you need. We buy all our material at Wholesale, "Receivers," "Trustees" and "Assignees" Sales. Our Prices are One-Half of Others. Write for free Catalogue No. 12 on all kinds of merchandise.

## CHICAGO HOUSE WRECKING CO.

24th and Iron Sts., CHICAGO.

## DARK DOWNING

AT THE GARNETT OFFICE.



THEO. H. DAVIES & CO., LTD.  
Agents Canadian Australasian S. & L. Co.  
Canadian Pacific Railway.



## VERNON HEIGHTS

## At Mrs. Alex. Young's Reception.

In Honor of Mr. and Mrs. Joseph Louis Howard—Beautiful Dresses and Superb Decorations.

OAKLAND, Oct. 12.—One of the largest receptions of the season was given at Rose Crest this evening by Mr. and Mrs. Alexander Young.

The Youngs are prominent among the millionaires Hawaiians who have established summer homes in Oakland. They are also prominent in social circles in the Islands, where Mr. Young was a prominent annexationist and a leader among those who made Dele their President.

Some months ago Mr. Young purchased Rose Crest on Vernon Heights, building a magnificent residence there, and making it one of the finest suburban homes in the county. The Youngs have an equally magnificent home at Walkiki, Honolulu, where they spend their winters, and to which they will return on the 18th of this month. The "at home" this evening was a very brilliant affair, and included many prominent families of the city. It was given by Mr. and Mrs. Alexander Young in honor of Mr. and Mrs. Joseph Louis Howard—the latter formerly Miss Mary Ellen Young.

Mr. Howard and Miss Young were married at Rose Crest a few days ago, only relatives of both families being present. The large mansion was brilliant with lights, and gay with color, having been elaborately decorated for the occasion.

The wide hall showed a very charming color scheme of yellow. The dining-room, where the guests were received, was in pink, the feathery cosmos being used in great profusion.

The library showed masses of superb roses, Rose Crest fully living up to its name. A color study of red was well worked out with quantities of dahlias in the music-room.

The dining-room was exceedingly dainty in white and green, there being quantities of white carnations and ferns. Shortly after 9 o'clock the guests began to arrive, and were received by Mr. and Mrs. Alexander Young, and by Mr. and Mrs. Joseph Louis Howard.

Mrs. Young's gown was a very elegant creation, a fine combination of black tulle and white silk applied with chintilly lace.

The bride, Mrs. Howard, wore a beautiful gown, original and strikingly handsome in design. It was a most effective combination of violet and white, a Persian pattern, and brightened with silver trimmings.

During the hours of the reception a string band played favorite airs from the operas. A very elaborate supper was served at small tables. Among the guests were the following:

Mr. and Mrs. Ernest J. Cotton, Mr. and Mrs. Alfred B. Nye, Mr. and Mrs. Orestes Pierce, Mr. and Mrs. Walter Frear, Mr. and Mrs. Harry Wells Thomas, Mr. and Mrs. Gordon M. Stolp, Mr. and Mrs. Fred A. Stolp, Mr. and Mrs. Edington Detrick, Mr. and Mrs. Robert S. Moore, Mr. and Mrs. Laurence Requa, Mr. and Mrs. John Bell Moon, Mr. and Mrs. William Haven, Mr. and Mrs. Richard Derby, Mr. and Mrs. Charles R. Brown, Mr. and Mrs. James Alexander, Mr. and Mrs. John L. Howard, Miss Howard, Mr. and Mrs. L. W. Coe, Mr. and Mrs. J. N. Miller, Mr. and Mrs. Albert W. Havens, Miss Havens, Mr. and Mrs. Charles L. King, Miss King, J. King, E. King, Walter Rutherford, the Misses Rutherford, Mr. and Mrs. David Rutherford, Miss Mollie E. Connors, Mr. and Mrs. Laws, Mr. and Mrs. Gorrill, Mr. and Mrs. Edwin Brinkenhoff, Mr. and Mrs. Nickham Havens, Mr. and Mrs. W. H. Quinn, Mr. and Mrs. E. W. Walsh, Mr. and Mrs. H. O. Trowbridge, Mr. and Mrs. Thomas Prather, the Misses Roney, the Misses De Fremery, the Misses Gray, Mr. and Mrs. Hugh Craig, the Misses Collins, Mr. and Mrs. George H. Collins, Mr. Vandegard, Mr. and Mrs. Valentine Hush, the Misses Hush, Mr. and Mrs. Charles D. Bates, the Misses Bates, Mr. and Mrs. Charles Kennedy, Mr. and Mrs. F. Buckley, Mrs. Sloggett, Mr. and Mrs. J. F. Humburg, Mr. and Mrs. Belden, Miss Belden, Mr. and Mrs. J. A. Hopper, Miss Hopper, Mr. and Mrs. Avery, Mrs. Elizabeth McBryde, Harry Wilder, Mr. Charles Wilder, Joe Buckley, Frank Sawyer, Dr. and Mrs. Ora Hyde, Dr. and Mrs. C. M. Armistead, W. E. Johnson, Dr. H. W. Stirewalt, Dr. and Mrs. Daniel Crosby, Mr. and Mrs. D. W. Brown, Mr. and Mrs. M. Campbell, Win Osmers, Otto F. Westerfeld, F. E. Raynes, Guy H. Lillencrants, Dr. and Mrs. William Himmelsbuck, Dr. Alfred Jobel, Mrs. Jennie Race, Miss Roberts, Miss Osmers, Mrs. J. W. Howard, Miss Lulu Howard, Mr. and Mrs. E. Howard, Mr. and Mrs. W. Howard, Mr. and Mrs. David James, the Rev. Dr. and Mrs. McLean, Mr. and Mrs. Robert Lally, Mr. and Mrs. Alexander Young Jr., Mr. and Mrs. T. Dredge, Mrs. Evans, Mr. and Mrs. E. Tucker, Professor and Mrs. Alexander, Mr. and Mrs. Isaac Hyde, Mrs. Laura White, Mrs. Denisenberg, Miss Denisenberg, Mr. Denisenberg Jr., Mrs. S. L. Austin, Miss Austin, Mr. and Mrs. William Roth, Mr. and Mrs. Veitch, Whipple Hall, Benjamin Reed, E. Hume and A. E. Kaeser, Mrs. George Cook, Mr. and Mrs. Edgar F. Brown, Mr. and Mrs. G. W. Percy, Miss Brown, Mr. and Mrs. F. W. Herlick, the Misses Herlick, Mr. and Mrs. Nelson, Miss Nelson, Mrs. Pedar Rafter, Mr. and Mrs. A. Cartwright, Miss Cartwright, the Misses Middleton, Mr. and Mrs. W. T. Hamilton, Mr. and Mrs. Henry C. Morris, Mr. and Mrs. A. B. Wood, Miss Gould, Mrs. J. C. Tucker, Mrs. J. Kirkland, Mr. and Mrs. Alex. Kirkland, Mrs. E. Cooke, Miss Cooke, Mr. and Mrs. W. Cooke, the Rev. Dr. and Mrs. Coyne, Mr. and Mrs. B. T. Alexander, Miss Mary Alex-

ander, the Misses Alexander, Mr. and Mrs. William Bailey, Miss Bailey, Mr. and Mrs. George Fairchild, Miss Fairchild, Mr. and Mrs. Wallace, Miss Wallace, Mr. and Mrs. Marion Smith, Miss Smith, Mr. and Mrs. George W. Reed, Miss Reed, Mr. and Mrs. William Letts Oliver, the Misses Oliver, Roland Oliver, Edwin Oliver, Mr. and Mrs. Albert Oliver, Miss Annie Miller, Mr. and Mrs. Frank C. Havens, Dr. and Mrs. Frank L. Adams, Mr. and Mrs. Leopold R. Well, Mr. and Mrs. Ernest A. Heron, Mr. and Mrs. Samuel Taylor, Harry Kuesel, Jack Hoffman, Harold Havens, D. W. Kirkland, Mrs. Sullivan, A. Buckley, Mr. and Mrs. Robert Lewers, Dr. and Mrs. Wallace T. Terry, Dr. and Mrs. Russell H. Cool, Mr. and Mrs. J. R. Myers, Karl Hoffman, Albert Robinson, Mr. and Mrs. A. D. Thomson, Miss May Tucker, Mr. and Mrs. Ross, Mrs. Dexter, Mrs. Nicholson, Mr. and Mrs. Cameron Smith, Clement Roland, Miss Hager.

## ARMY TRANSPORTS

## Service Has Assumed Vast Proportions.

What is Being Done on the Numerous Vessels Chartered for the Manila Service.

SAN FRANCISCO, Oct. 13.—The Army transport service has assumed such vast proportions as to form a very important feature in the shipping at this port. The fleet required to transport men, supplies and animals to the Philippines is constantly growing, and the business of the Quartermaster's department exceeds that of the largest transportation company. While most of the vessels are on the ocean, between San Francisco and Manila, as many as three large steamers are dispatched in a single day. So many transports are in port that they not only occupy the Government dock but have to be accommodated at different wharves, while some are on the dry dock and the rest must pull out into the stream to make room for others. The Hancock is on the dry dock, and will sail with troops October 25th; the Peking is scheduled to sail on the same day, also with troops. The Leelanaw is at Spear-street dry dock, her boilers and plates being made ready as fast as possible, that she may take another load of animals to Manila. A large force of men is employed on the Manzanera at the Folsom-street dock, getting her ready on hurry orders, as she is scheduled to sail with troops within a week. The Pennsylvania went on the dry dock yesterday and will return to Manila with troops shortly. The Conemaugh, which arrived yesterday, will be ready for a return trip with troops at the earliest possible date. The Tartar, Newport, Olympia and Benmore will all sail away with troops during October, and the Victoria will carry forage for the animals as soon as she can be loaded. The Centennial has unloaded her cargo of animals at Honolulu, and is on her return to take another load. The Athenian takes the animals from Honolulu to Manila. The schooners Philippine and Luzon, now in course of construction at the Hayes & Wright shipyards, Alameda, are being rushed with all possible speed, because the Government is supposed to want them for shipping lumber to Manila for the use of soldiers' quarters. The one is to carry 725,000 feet of kiln-dried lumber, at \$14.60 per 1000 feet, paying the owners a very handsome profit. The following are on the return voyage to this port: Sydney, twenty days out from Manila; Indiana, with Tennesseeans, sailed October 8th; Wyfield, cattle ship, September 21st; Senator, with Fifty-first Iowa Regiment, September 22d; Ohio, September 29th; Pueblo, October 6th; Garonne, cattle ship, October 7th; St. Paul, October 11th.

## The Late Captain King

The late Captain King's birthplace was in Sunny Law, Scotland. On the 24th March, 1877, he was married to Miss Charlotte Davis, a daughter of the late Hon. Robt. G. Davis, Justice of the Supreme Court of the Hawaiian Islands. They were united in marriage by the late Hermann Kookman, Bishop of Oahu of the Roman Catholic Cathedral in Honolulu. Nine children were born of this union, of whom six are now living, four with the mother and two are absent abroad. It is supposed by those who profess to know that the late Captain King has left no will, as during his lifetime he expressed a desire to die intestate, meaning thereby that what little property there was in his name, should go the natural way.

## JAMES REED INJURED.

Mr. James Reed struck his leg against a cake of ice in such a manner as to bruise it severely. It became very much swollen and pained him so badly that he could not walk without the aid of crutches. He was treated by physicians, also used several kinds of liniment and two and a half gallons of whiskey in bathing it, but nothing gave any relief until he began using Chamberlain's Pain Balm. This brought almost a complete cure in a week's time and he believes that had he not used this remedy his leg would have had to be amputated. Mr. Reed is one of the leading merchants of Clay Court House, W. Va. Pain Balm is unequalled for sprains, bruises and rheumatism. For sale by all druggists. Benson, Smith & Co., Ltd., agents for H. I.

## FORTY PERSONS DROWNED.

ST. LOUIS (Special), Oct. 13.—A native craft, while attempting to cross the bar at the mouth of the River Nueces yesterday, was wrecked and forty persons were drowned.

## MARCONI SYSTEM

## To Be Tested by the War Department.

After Which the United States Navy Will Conduct a Series of Scientific Experiments.

NEW YORK, Oct. 7.—"Uncle Sam is making elaborate preparations to thoroughly test the Marconi system," said a prominent Government official today. "Wireless telegraphy will mean more to the Government than any other great invention of modern times. Marconi will show us some brand new inventions, such as I have never yet seen described, and which are improvements on those used in his foreign experiments. The War Department will give him the first test. The Navy and Treasury Departments are arranging to do so afterward. A proving ground is being selected for the purpose, and balloons are being fitted out for some new and fascinating experiments at extraordinary high altitudes. These air vehicles will be small, capable of lifting only forty or fifty pounds, but will be ample to support the necessary wires and fixtures. It will not be necessary to send any men or instruments aloft. This by itself will be a great advantage over the present methods. The most dangerous post in the signal service, if not in the entire military organization, will thus be eliminated. "These balloons will be sent up to various altitudes. They will be employed instead of high poles, which Marconi has hitherto used. Some of them will be covered with tin foil; others will use plates, such as are now attached to the tops of poles. A few of the famous Weather Bureau kites will also be used, very probably. If so, they will be made conductive by coverings of foil. Since the height to which these aerial crafts can be sent is very great, the distance over which wireless communication is now possible will be enormously multiplied, providing sufficient potentials can be generated.

"With the pole experiments the limit thus far appears to be beyond eighty miles, twice the distance of the first telegraph line using wires. While Marconi was working in Europe it was supposed that provision had to be made to overcome the curvature of the earth, but this no longer seems necessary from facts I have lately learned. I understand that an 80-mile message was sent from a station only seventy feet high, although the curvature of the earth here was a thousand feet. Theoretically, the balloons will make the space possibilities almost limitless. According to the old formula providing for the earth's curvature, two balloons, each a thousand feet high, should send messages 2,500 miles.

"We also hope to prove the utility of a set of new devices not heretofore used in any of Marconi's experiments. Receivers and transmitters will each be provided with reflectors made of metal and curved to the shape of a hollow cylinder turned on edge. These will be mounted in connection with mariner's compasses, showing exactly the directions in which the reflected rays are going or from which they are coming. The enormous value of such a combination can be seen at a glance. By noting his angles the transmitter can accurately aim at the receiver, while the latter, by turning his reflector until the laker begins to write, can also note the angle at his end and tell exactly where the person sending the message is situated. A combination of these advantages will, of course, appear when both a transmitter and a receiver are installed at each end of the line. Each operator will then be able to trace the movements of the other, and troops can be immediately dispatched toward either when called for. Furthermore, a central station at headquarters can constantly keep track of the movements of detachments in the outposts of skirmish lines.

"Doubtless the naval tests will prove this apparatus of Marconi's to be of as great, if not greater, value to that arm of the service than to the army. You doubtless wonder how any electric system can be relied upon on board a warship, where metallic armor and equipments exert such a distracting influence upon the steering compass. Large conductors near the instruments, strange to say, make not the slightest difference. In Italy Marconi placed a transmitter in the fortress of San Bartolomeo and a receiver on board the ironclad San Martino, twelve miles at sea. The receiver was placed under the guns and in the engine rooms, surrounded by tons of steel, yet the messages were recorded with perfect accuracy.

"I see that in one of Marconi's recent patents he claims that his apparatus will transmit signals through earth, air or water, and I suspect that this is no exaggeration. We will test his claims, at least. We want to learn to what extent his wave vibrations will travel through or over intervening hills, mountains and forests, which make direct heliograph and semaphore signaling impossible except over minute distance. The Isle of Wight experiments show that messages can be relied upon through fog, snow, rain or hurricane."

## VENEZUELAN ARMISTICE EXTENDED.

CARACAS (Venezuela), Oct. 13.—The armistice between the Government troops and the insurgents has been extended until Saturday. It is also asserted on reliable authority that President Andrade will meet the insurgent commander, General Cipriano Castro.

Hives are a terrible torment to the little folks, and to some older ones. Doane's Ointment never fails. Instant relief and permanent cure. At any chemist's, 60 cents.



**SOFT WHITE HANDS IN ONE NIGHT.**

Produced by Cuticura SOAP.

**ONE NIGHT TREATMENT FOR SORE HANDS**

Baths and soak the hands, on retiring, in a strong, hot, creamy lather of CUTICURA SOAP. Dry, and anoint freely with CUTICURA Ointment, the great skin cure and purifier of emollients. Wear, during the night, old, loose, kid gloves, with the finger ends cut off and holes cut in the palms. For red, rough, chapped, and discolored hands, dry, fissured, itching, feverish palms, shapeless nails with painful finger ends, this one night treatment is simply wonderful.

**FOR BABY'S SKIN**

Scalp, and hair, no other soap is so cleansing, purifying, and beautifying as CUTICURA SOAP, the most effective of skin and complexion soaps, as well as purest and sweetest for toilet, bath, and nursery. For infantile rashes, chaffs, inflammations, and eruptions, for crusted, itching irritations of the scalp, with dry, thin, and falling hair, for red, rough hands with shapeless nails, and simple blemishes of infancy, when assisted by gentle anointings with CUTICURA Ointment, it is absolutely without a rival.

Sold throughout the world. Price, CUTICURA SOAP, 25c. CUTICURA, Mr. FORTY D. AND C. CO., Sole Proprietors, Boston, U. S. A. British depot: F. H. ROBERTS & SONS, London. How to Have Beautiful Hands, Free.

## California Fertilizer Works

OFFICE: 527 Merchant St., San Francisco, Cal.  
FACTORY: South San Francisco and Berkeley, Cal.  
J. E. MILLER, MANAGER.

## MANUFACTURERS OF PURE BONE FERTILIZERS AND PURE BONE MEAL.

SOLE AGENTS IN.....

## Fertilizer Materials!

OF EVERY DESCRIPTION.

Have constantly on hand the following goods adapted to the Island trade:

HIGH GRADE CANE MANURE, FERTILIZERS, NITRATE OF SODA, SULPHATE OF AMMONIA, HIGH GRADE SULPHATE OF POTASH, FISH GUANO, WOOL DUST, ETC

Special Manures Manufactured to Order.

The manures manufactured by the CALIFORNIA FERTILIZER WORKS are made entirely from clean bones treated with acid. Dry Blood and Flesh, Potash and Magnesia Salts. No adulteration of any kind is used, and every ton is sold under a guaranteed analysis. One ton or one thousand tons are almost exactly alike, and for excellent mechanical condition and high analysis have no superior in the market.

The superiority of Pure Bone over any other Phosphate Material for Fertilizer use is so well known that it needs no explanation. The large and constantly increasing demand for the Fertilizers manufactured by the CALIFORNIA FERTILIZER WORKS is the best possible proof of their superior quality.

## C. Brewer &amp; Co., Ltd.

HONOLULU AGENTS CALIFORNIA FERTILIZER WORKS.

## Another Large Shipment

## OF THOSE WELL KNOWN Keen Kutter Goods

Has just arrived and been opened up. Chisels, Bits, Hatchets, Knives and all such articles with this brand on are guaranteed and will always be replaced by us if any defects show up on using the tools. The "TRUE BLUE" Saws, Squares and other tools are about the neatest and best things in the way of fancy tools that have ever been shown. Call and see them and we think you will say, too. These goods are made for, sold by and guaranteed by the Simmons Hardware Co. of St. Louis, Mo., the largest hardware house in the world by long odds, and you get honest goods when you buy these brands. The only place in town you can buy KEEN KUTTER and TRUE BLUE Goods is at

## E. O. HALL &amp; SON, LTD.

## Cocoanut Fibre IS NOW USED IN Mattresses

We have just received a large shipment of Fibre direct from the factory, and are now prepared to fill orders for those desiring.....

## Cocoanut Fibre Mattresses.

## COYNE-MERTEN FURNITURE COMPANY.

Progress Block. Fort St.

## INSURANCE.

## Theo. H. Davies &amp; Co.

(Limited.)

AGENTS FOR FIRE, LIFE AND MARINE INSURANCE.

Northern Assurance Company, OF LONDON, FOR FIRE AND LIFE. Established 1836. Accumulated Funds .... £3,975,000.

British and Foreign Marine Ins. Co OF LIVERPOOL, FOR MARINE. Capital ..... £1,000,000.

Reduction of Rates. Immediate Payment of Claims.

THEO. H. DAVIES & CO., LTD. AGENTS

J. S. WALKER, General Agent Haw. Isl.

## Royal Insurance Company.

ALLIANCE INSURANCE CO.; ALLIANCE MARINE AND GENERAL INSURANCE CO.;

WILHELMIA OF MADDEBURG INSURANCE CO.;

SUN LIFE INSURANCE COMPANY OF CANADA.

SCOTTISH UNION AND NATIONAL UNION.

Room 12, Spreckels Block.

## Hamburg-Bremen Fire Insurance Co

The undersigned having been appointed agents of the above company are prepared to insure risks against fire on Stone and Brick Buildings and on Merchandise stored therein on the most favorable terms. For particulars apply at the office of F. A. SCHAEFER & CO., AGTS.

German Lloyd Marine Insurance Co OF BERLIN.

Fortuna General Insurance Co OF BERLIN.

The above Insurance Companies have established a general agency here, and the undersigned, general agents, are authorized to take risks against the dangers of the sea at the most reasonable rates and on the most favorable terms. F. A. SCHAEFER & CO., General Agents.

General Insurance Co. for Sea, River and Land Transport of Dresden.

Having established an agency at Honolulu and the Hawaiian Islands, the undersigned general agents are authorized to take risks against the dangers of the sea at the most reasonable rates and on the most favorable terms. F. A. SCHAEFER & CO., Agents for the Hawaiian Islands.

TRANS-ATLANTIC FIRE INS. CO. OF HAMBURG.

Capital of the Company and reserve, reinsurance companies ..... 6,000,000  
Capital their reinsurance companies ..... 101,650,000  
Total reinsurance ..... 107,650,000

North German Fire Insurance Co OF HAMBURG.

Capital of the Company and reserve, reinsurance companies ..... 8,890,000  
Capital their reinsurance companies ..... 25,000,000  
Total reinsurance ..... 43,890,000

The undersigned, general agents of the above two companies, for the Hawaiian Islands, are prepared to insure Buildings, Furniture, Merchandise and Produce, Machinery, etc.; also Sugar and Rice Mills, and Vessels in the harbor, against loss or damage by fire, on the most favorable terms.

H. HACKFELD & CO., Limited.

## North British &amp; Mercantile Insurance Co

TOTAL FUNDS AT 31st DECEMBER, 1898, £113,959,919.

1-Authorized Capital-£3,000,000	£	3,000,000
Subscribed	£	2,750,000
Paid up Capital	£	657,500
2-Fire Funds	£	2,750,416
3-Life and Annuity Funds	£	10,807,206
	£	113,959,919

Revenue Fire Branch ..... 1,500,000  
Revenue Life and Annuity Branches ..... 1,415,232  
Total ..... £2,915,232

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

ED. HOFFSCHLAGER & CO. Agents for the Hawaiian Islands.





## SHIPPING INTELLIGENCE.

## ARRIVED AT HONOLULU.

Friday, October 20.  
Stmr. Mauna Loa, Simeron, from Lahaina, Oct. 20: 7:54 bag sugar, 249 bags coffee, 27 head cattle, 2 horses, 27 hogs, 37 bds. hides, 618 pkgs. general merchandise.  
Jap. stmr. America Maru, Cope, from San Francisco, Oct. 14: 14:00 p.m. and mde. to H. Hackfeld & Co.

Saturday, October 21.  
Stmr. Waialeale, Greene, from Kapaa, Oct. 20: 10 p.m. sundries.  
Stmr. Mikahala, Thompson, from Eleie, Oct. 20: 38 pkgs. sundries.  
Am. sh. Lucile, Anderson, from Tacoma, Oct. 5: 2,100 tons coal.  
Am. schr. Charles R. Wilson, Johnson, from Aberdeen, Sept. 28: 490,797 feet lumber.  
Stmr. Mokoli, Sachs, from Molokai, Oct. 20.  
Stmr. Kinau, Freeman, from Lahaina, Hilo and way ports, Oct. 20: 34 head cattle, 370 bags sand, 208 bags potatoes, 17 hogs, 182 pkgs. sundries.  
Stmr. Noeau, Wyman, from Kukulhaele, Oct. 20: 46 pkgs. camp outfit, 22 pkgs. sundries.  
Stmr. Kilaua Hou, Parker, 8 hrs. from Kaunakakai.

Sunday, October 22.  
Stmr. W. G. Hall, Thompson, 10 hrs. from Nawiliwili: 400 bags rice, 30 bags taro, 78 bds. hides, 75 pkgs. sundries.  
Stmr. James Makee, Tullett, 12 hrs. from Kapaa.  
Russ. stmr. Dainy Vostok, Erickson, from Kobe, Oct. 6, to H. Hackfeld & Co.: 140 tons mde., 1,575 tons coal, 12 cabin passengers, 163 free Japanese immigrants, 536 contract Japanese laborers.  
Am. bk. Theobald, Cameron, from Nanaimo, Sept. 26: 1,400 tons coal to Oahu Railway & Land Co.  
Stmr. Claudine, Cameron, 12 hrs. from Kahului: 197 sacks potatoes, 130 sacks corn, 125 sacks taro, 57 hogs, 1 horse, 42 pkgs. hides, 266 pkgs. sundries.  
Am. schr. O. M. Kellogg, Iverson, 22 days from Tacoma: lumber to United States Government.

Monday, October 23.  
Schr. Kaukeauli, Ialua, from Hawaii.  
Gasoline schr. Malolo, Sass, from Kona.  
Slp. Kailani, Sam, from Pearl Lochs.  
Stmr. Nihau, Gregory, 16 hrs. from Kapaa: 5,000 bags sugar to C. Brewer & Co.; 39 head cattle to Metropolitan Meat Co.

## SAILED FROM HONOLULU.

Friday, October 20.  
Am. schr. H. D. Bendixson, Olsen, for Port Townsend in ballast.  
Am. schr. A. J. West, Ogilvie, Gray's Harbor.  
Am. schr. Transit, Jorgenson, San Francisco.  
Schr. Ka Mo, Hips, Hawaii.  
Jap. stmr. Toyo Maru, Tomita, Yokohama.  
Schr. Concord, Mana, Kauai.  
Schr. Moi Wahine, Kuanel, windward ports.  
Schr. Waialeale, Nelson, Hanaele.  
Saturday, October 21.  
Stmr. Kilohana, Thompson, Lahaina.  
Am. bkt. Eureka, Sehau, Puget Sound.

Sunday, October 22.  
Jap. stmr. America Maru, Cope, Yokohama.  
Ger. sh. Marie Hackfeld, Wuhmann, San Francisco.  
Monday, October 23.  
Stmr. Mokoli, Sachs, Kaunakakai.  
Stmr. Waialeale, Greene, Hanamau-lu.  
Haw. bk. Fooning Suey, Willett, Shanghai.  
Am. bkt. Kilikat, Cutler, Port Townsend.  
Schr. Kawailani, Maka, Koolau.  
Stmr. Cummings, Searle, Waimanalo.

## FOREIGN PORTS.

SAN FRANCISCO—Arrived, Oct. 7, stmr. Solace from Manila; Oct. 9, stmr. City of Peking from Honolulu; Oct. 9, stmr. Pennsylvania from Manila; bk. Albert from Honolulu; bk. Mohican from Honolulu; Oct. 10, stmr. Tartar from Manila; stmr. Australia from Honolulu; bkt. Planter from Honolulu; schr. John G. North from Honolulu; Oct. 11, bkt. S. N. Castle from Honolulu; Oct. 12, stmr. Conemaugh from Manila; Oct. 13, bk. Alden Besse from Honolulu.  
KOBE—Arrived, Sept. 27, stmr. Port Skagit from Honolulu.  
PORT LUDLOW—Arrived, Oct. 10, schr. Robert Lewers from Honolulu.  
Sailed, Oct. 11, schr. Okanagan for Honolulu.  
MANILA—Sailed, Sept. 27, stmr. City of Sydney for San Francisco; Oct. 3, stmr. City of Peking for San Francisco; Oct. 7, British stmr. Garonne for San Francisco; Oct. 8, stmr. Indiana for San Francisco; Oct. 10, stmr. St. Paul for San Francisco. Arrived, Oct. 11, stmr. Victoria from Tacoma; stmr. Columbia from Honolulu.  
DELAWARE BREAKWATER—Arrived, Oct. 8, ship J. B. Thomas from Kahului.  
GRAY'S HARBOR—Arrived, Oct. 7, bkt. Geo. C. Perkins from Hilo. Sailed, Oct. 11, schr. Rio Bartlett for Honolulu.  
TACOMA—Arrived, Oct. 9, brig. Geneva from Kahului.  
PORT TOWNSEND—In the bay, Oct. 11, bk. Agate for Molokai. Arrived, Oct. 8, schr. C. S. Holmes from Honolulu; brig. Geneva from Kahului; bkt. John Smith from Kahului; Oct. 9, schr. Wm. F. Witzemann from Honolulu; schr. Eric from Honolulu; bkt. Amelia from Honolulu.  
NANAIMO—Sailed, Oct. 10, bk. C. D. Bryant for Honolulu.  
YOKOHAMA—Arrived, Sept. 16, Nor. stmr. Thyra from San Diego; Sept. 21, British stmr. Tartar from Manila; U. S. stmr. Warren; Sept. 25, U. S. stmr. Nero from Guam; stmr. Newport from Manila; Oct. 8, Jap. stmr. Nippon Maru from Honolulu.  
SYDNEY—Sailed, Oct. 10, stmr. Minerva for Honolulu.  
HONGKONG—Sailed, Oct. 3, stmr. China for San Francisco.  
NEWCASTLE, N. S. W.—Arrived, Oct. 12, bkt. Alex. McNeil from Port Pirie, to load for Honolulu.

## PASSENGERS.

## Arrived.

From San Francisco, per stmr. America Maru, Oct. 20.—For Honolulu.—Col. A. G. Hawes, H. S. Sears, Capt. John Ena, Dr. F. L. Talcott, L. M. Perkins, H. Harrington, M. F. Russell, Mrs. John Ena, O. H. Burbridge, Mrs. L. M. Perkins, W. L. Pearson, W. Alexander, Mrs. A. E. Nichols, Alfred Kamatke. Through—For Yokohama.—Rev. J. C. Owen, Miss Alice Parker, A. Koch, F. A. Johnson, Mrs. L. V. S. Ames, Mrs. F. E. Wells, C. M. Busch, Mrs. J. M. Ranger, Wm. Bishop, Mrs. G. P. Brady, S. Odagaki, Mrs. E. Morie Jr., John E. Mason, Miss C. Playter, F. B. C. Smalley, Mrs. C. W. Murphy, V. von Schleyko, F. Krebs, Master Morie, Miss Florence Mason, H. J. Taylor, L. F. Ireland, Mrs. N. C. Ferguson, For Kobe.—Rev. R. H. Sidebotham, Rev. J. W. Doughty, Mrs. R. H. Sidebotham, Mrs. J. W. Doughty and 3 children, A. T. Pattison. For Hongkong.—Mrs. Eastman Curry, Mrs. E. B. Moely, Mrs. W. F. Gwynne, Mrs. C. R. Trowbridge, Mrs. W. B. Reynolds, Mrs. Waldo Evans, Mrs. F. C. Armstrong, Mrs. Grace P. Cowles, Mrs. W. D. Crosby, Mrs. G. P. Ahem, Mrs. L. L. Cooper, Mrs. C. D. Roberts, Mrs. H. W. Cardwell, Mrs. G. McC. Pickwell, Mrs. B. T. Walling, Miss Rose Blanchard, Miss Nellie Powers, Miss Mosely, Mrs. E. Booth, Mrs. L. W. Mangels, Mrs. H. G. Purinton, Miss M. E. Flinn, Mrs. E. L. Potter, Mrs. R. H. Leigh, Miss Crosby, Mrs. H. F. Dalton, Miss Cooper, Mrs. C. R. Elliott, Mr. Cardwell, Miss Pickrell, Miss Walling, E. Casey, Mrs. W. Grove, Miss L. Mosely, Miss Booth, Mrs. W. R. Thompson, Mrs. E. P. Crowne, Mrs. P. E. Pierce, Mrs. H. F. Rethers, Mrs. F. D. Evans, Master Crosby, Miss A. L. Lowell, Mrs. A. F. Prescott, Mrs. E. D. Gibson, Master Cardwell, Mrs. F. Lawton, Mrs. May Robertson, J. Anthony.

From Kona, Kau and Lahaina, per stmr. Mauna Loa, Oct. 20.—Mrs. Tom Black, Man Yuen, Mrs. Vicerros, Mrs. T. K. R. Amalu, Miss C. Kaelele, Miss Addie Beku, W. Greenwell, Mr. Kualmoku, J. Jones, Dr. Hayashi, J. Brown and family, W. H. Cornwell, G. P. Wilder, Mrs. G. Schrader, D. J. Coleman, J. Campbell, J. N. S. Williams, A. J. Storne, A. Bortfeld, G. Stadler, R. Moore, W. C. Gregg, A. P. Bolter, Dan Forter, Mr. Freitas and 111 on deck.

From Kapaa, per stmr. Waialeale, Oct. 20.—P. Ryan, J. Grady, Hei Kapu, 6 deck passengers.

From Eleie, per stmr. Mikahala, Oct. 20.—James Blackie, wife and child, S. H. Comstock, A. L. Young, W. Dunbar, E. Hutchinson, J. Ludwig, J. Graham and 17 deck passengers.

From Lahaina, Hilo and way ports, per stmr. Kinhu, Oct. 21.—Volcano—R. H. Pratt, Mrs. R. H. Pratt, Mrs. O. Eastwood, J. E. Bush, R. A. Stillman, Emil Yarnetsky. Way ports—President—B. S. Dole, W. J. Spotswood, J. B. Alexander, E. M. Brown, Mrs. J. Machado, E. P. Walsh, E. T. Macfadden, Mrs. J. T. Figueredo, Mrs. N. J. Luis, W. L. Fenis, R. H. Baker, J. A. Scott, W. G. Walker, Paul Jarrett, C. Smith, S. J. Cotton, O. Eastwood, 72 deck passengers.

From Kukulhaele, per stmr. Noeau, Oct. 21.—C. V. E. Dove, wife and child, Miss Monsarrat, Miss E. Monsarrat and 20 deck.

From Kahului and way ports, per stmr. Claudine, Oct. 22.—H. P. Baldwin and wife, Miss Davis, R. W. Miller, D. H. Lewis, J. J. Hair, A. Buchholtz, E. Montgomery, W. H. Cornwell Jr., Mrs. Taylor, Mrs. E. Cleveland, Miss Pahao, J. T. McCrosson, R. D. Moler, D. H. Kahalelio, D. Lyons, C. McClellan, W. J. Coelho and wife, Mong Wah, Chang Lung, Chow Poy and wife, S. S. Ah Sun, Wing Sing Chong, Mrs. E. Kalani, S. Wright, J. S. McCandless, C. Kinney, Miss Hayselden, Mrs. Kahalelio, J. N. Henry, C. Kosick, and 63 deck.

From Nawiliwili, per stmr. W. G. Hall, Oct. 22.—Mrs. W. H. Hamilton, Mrs. E. Parvelli, Mrs. Y. Jaonen, Miss J. Gilvin, Dr. R. D. Emery, W. B. McLaugh, H. R. Wood, E. Ah Chong, Ah Bing, M. V. Foster and wife, H. S. Townsend, J. H. Godfrey, F. J. Wallace, R. Shingle, A. Well, Ah Sing, C. Ah Tai and 76 deck.

From Kapaa, per stmr. Nihau, Oct. 23.—J. Jurgenson.

## VESSELS IN PORT.

U. S. tugboat Iroquois, Pond, cruise, October 4.

## ARMY AND NAVY.

U. S. tugboat Iroquois, Pond, cruise, October 4.

## MERCHANTMEN.

(This list does not include coasters.)

Br. bk. Antiope, Murray, Iquique, July 3.  
Am. ya-hi Norna, Weaver, Yokohama, September 3.  
Am. bk. Abbey Palmer, Uhlberg, New-castle, September 21.  
Haw. bk. R. P. Rithel, Bender, San Francisco, September 24.  
Haw. bk. Iolani, McClure, New York, September 25.  
Am. bk. Ceylon, Willer, San Francisco, September 27.  
Ger. sh. Theodor, Arfmann, London, September 28.  
Am. schr. Endeavor, McAlle, Port Townsend, October 3.  
Am. brig W. G. Irwin, Williams, San Francisco, October 13.  
Am. bk. Edw. May, Hanson, San Francisco, October 13.  
Am. schr. Bertie Minor, Raven, Eureka, October 14.  
Am. schr. Mary E. Foster, Thompson, San Francisco, October 16.  
Am. bkta. Imgard, Schmidt, San Francisco, October 16.  
Am. sp. Occidental, Bennett, Tacoma, October 17.  
Am. sh. George Curtis, Calhoun, San Francisco, October 19.  
Am. bk. S. C. Allen, Johnson, San Francisco, October 19.  
Jap. stmr. America Maru, Capt. Cope, San Francisco, October 20.  
Am. schr. Chas. R. Wilson, Johnson, Aberdeen, October 21.  
Am. sh. Lucile, Anderson, Tacoma, October 21.  
Am. bk. Theobald, Cameron, Nanaimo, October 22.  
Am. schr. O. M. Kellogg, Iverson, Tacoma, October 22.  
Russ. stmr. Dainy Vostok, Erickson, Kobe, October 22.

## WHARF AND WAVE.

Llewellyn Gay has been appointed an inspector of customs.

The steamer Lehua is on the marine railway. She will be painted and the machinery repaired.

Word was brought by the America Maru that the China would not be needed by the United States Government as a transport.

The bark Fooning Suey sailed for Shanghai yesterday, where she will load general cargo for New York. Fred. Laukes of this city was one of the crew.

Captain Searle of the J. A. Cummins has taken advantage of a slack time during the past month to overhaul and paint his steamer. A new foremast has been put in.

The German ship Marie Hackfeld, for San Francisco last Sunday, carried 16,546 bags of sugar, 2,015,180 pounds, valued at \$76,511.55, and 535 bales wool, 203,147 pounds, valued at \$18,278.93.

The Russian steamship Dainyovostok has been chartered by the Government at San Francisco. She is now on her way from Yokohama to Honolulu with a lot of Japanese contract laborers and coal.

SAN FRANCISCO, Oct. 7.—The auxiliary cruiser Badger went up to Mare Island yesterday to fit out for her voyage to Manila.

The newly chartered transport Victoria pumped her water ballast tanks out yesterday, in which is to be loaded railway iron for building a Government railway in Manila. On her decks she will carry thirty ambulances.

VICTORIA, Oct. 10.—The barkentine Uncle John, bound from Honolulu to Puget Sound, went ashore on Sunday night on the west shore of Vancouver Island. She is a total loss. The Uncle John left Honolulu on September 18 and made a good passage toward Port Townsend, where she was to receive orders. She was driven ashore during the gale of Sunday night. The officers and men escaped by taking to the boats.

SAN FRANCISCO, Oct. 13.—The Hawaiian ship Star of Russia is out twenty-one days from Port Gambier, with a cargo of lumber for Algon bay and the Hawaiian ship John Ena is out twenty-eight days from Port Blakeley with lumber for Delagoa bay. The American ship M. P. Grace arrived from Port Blakeley at Delagoa bay on the 5th, and the British ship Ancalos sailed from here for Cape Town on August 20, with 63,100 centals of wheat, valued at \$72,000. What fate remains in store for the two Hawaiian ships is problematical. It is possible that their cargoes may be seized.

SAN FRANCISCO, Oct. 14.—The American ship Charles E. Moody, Captain Woodside, out 178 days from Norfolk, Va., and bound for Honolulu with a cargo of coal consigned to the Government, is reported as overdue. She was reinsured yesterday at 45 per cent premium on the risk. The Moody is a fine wooden vessel and was recently purchased from Eastern owners by Lewis Anderson & Co. to ply between this port and the Hawaiian Islands.

The bark Alden Besse reached port yesterday afternoon from Honolulu, making the voyage in seventeen days. This is considered a very fair trip for this season of the year, other sailing vessels making it in from twenty to twenty-five days. She carried a light cargo, 4000 odd sacks of sugar. It is almost the end of the sugar season in the islands, and the shipments hereafter will be light.

SAN FRANCISCO, Oct. 11.—The Oceanic Steamship Company's steamer Australia arrived from Honolulu yesterday after a stormy voyage. The last two days she shipped sea after sea, and the decks were awash all the time. The steamer came into port with very little coal in her bunkers. There is a coal famine at Honolulu, and the steamer's officers found great difficulty in getting fuel to replenish her scant supply when she arrived there from this port. Finally, after skirmishing around they succeeded in getting some from the United States Government. The small amount in the bunkers when the steamer arrived there and the few tons secured from the Government luckily proved sufficient for the voyage to this port. On her next trip to the islands the bunkers will be filled to their capacity.

The storm which the Australia encountered came up Sunday afternoon and lasted until she passed the Heads yesterday morning. All the cabins were flooded, heavy seas continually washing the decks. Captain Houlette stated yesterday that it was the roughest October gale he ever struck.

## ISLAND PORTS.

HILO—Arrived, Oct. 16, bk. Roderick Dhu, from San Francisco.  
KAHULUI—Arrived, Oct. 17, bkt. Ruth, from San Francisco; 19th, bk. Mary Winkelman, from Newcastle; 21st, bk. C. S. Kenny, from Departure Bay. Sailed, Oct. 21, bk. Colusa, for Departure Bay.

## MEMORANDA.

Per stmr. America Maru, from San Francisco, Oct. 20.—Sailed from San Francisco, Oct. 14, 5 p. m.; arrived at Honolulu, Oct. 20, 4:01 p. m.; time, 5 days 23 hrs. 1 min. Fine weather.

## LATEST FREIGHTS AND CHARTERS.

Amelia, Am. bkt., 338 tons (at Blakeley)—Lumber thence to Honolulu, by Renton, Holmes & Co.  
Fred. E. Sander, Am. schr., 389 tons (now at Tacoma)—Lumber thence to Kahului, by Chas. Nelson.  
Planter, Am. bkt., 498 tons—Pass and mde., San Francisco to Honolulu, in Hawaiian line, by Williams, Dimond & Co.

S. N. Castle, Am. bkt., 464 tons—Pass and mde., San Francisco to Honolulu, in Spreckels line, by J. D. Spreckels & Bros. Co.  
Geneva, Am. bk., 451 tons (at Tacoma)—Lumber thence to Kahului, by Chas. Nelson.

Geo. C. Perkins, Am. bkt., 369 tons (at Gray's Harbor)—Lumber thence to Hilo, by Chas. Nelson.

Eric, Am. schr., 498 tons (now at Blakeley)—Lumber thence to Honolulu, by Renton, Holmes & Co.

## SUPREME COURT.

## Two Decisions Have Been Rendered.

One is in a Case from the Maui Circuit and the Other is One from Hawaii.

The Supreme Court, Justices Whiting and Frear and Judge Perry in place of the Chief Justice, has handed down an opinion overruling the exceptions from the Circuit Court of the Second Circuit in the case of Republic of Hawaii vs. Charles Palea, who was charged, tried and convicted with being on the premises of one Ah Chuna in the nighttime without lawful excuse. The opinion is written by Justice Whiting and says the conclusion of the court is that the evidence fully supports the verdict.

A second opinion by the Supreme Court, constituted as above, and also written by Justice Whiting, is in the case of M. F. Scott vs. Kahale Apau on a writ of error to the Third Circuit Court. The syllabus reads:

"It is error to award costs against the appellee in actions at law where appellant plaintiff fails in the Circuit Court, on appeal, to recover at least one-fifth more than the amount recovered in the District Court. Costs should have been awarded in the Circuit Court in such case to the appellee and against the plaintiff appellant; under Civil Laws, Section 1495, subsection 3."

There being error as set forth in the first assignment, the decision of the Circuit Judge is so far reversed as to the awarding costs against the defendant and the case remanded to the Circuit Court with direction to award costs to the appellee Scott and against the appellant Apau. The writ is allowed.

## COURT NOTES.

In the action to quiet title of T. R. Mossman against H. R. Macfarlane, F. W. Macfarlane and J. M. Dowsett, in their own right and as executors under the last will of H. A. Widemann, deceased, a motion to quash the summons on the ground of defective service has been filed. A demurrer has also been filed by some of the parties defendant.

Return of service of summons has been made in the case of Samuel Andrews, plaintiff, vs. Wahineui, defendant, a suit in ejectment to recover possession of a house lot in the Ahupuaea of Ohikilo; also in a similar suit brought by the same plaintiff against Kalkena for another similar lot in the same place.

In the case of W. H. Pain and Paul Neumann against Cecil Brown, trustee, Talulu and F. H. Hayselden a stipulation has been filed that the defendants may have until November 7th to answer the complaint.

Henry Peters has withdrawn his petition to be appointed administrator of the Estate of J. W. Kluwaa, deceased.

An inventory has been filed by W. F. Allen and Samuel Parker, executors of the will of J. P. Parker, deceased, which shows the estate to consist of about forty pieces of land situated mostly on the island of Hawaii, and a one-half interest in 16,000 head of cattle, 100 milch cows, 750 horses, 30 mules, house and furniture at Puuopuu, Waimae, and \$6500 in Government bonds.

The Kwong Wing Fat Co. has filed a mechanic's lien on certain property owned by F. J. Berry on the makai side of Wilder avenue. The amount claimed is \$2650.

An answer of general denial has been filed in the case Kapiolani Estate, Limited, vs. Mrs. L. K. Puah.

In the case of Kapiolani Estate, Limited, against A. S. Cleghorn, plaintiffs have filed a motion asking that a day be set for the hearing of the case.

In the action to quiet title of W. C. Achi vs. Keopulupulu, an answer denying the facts set up has been filed.

A stipulation has been filed in the case of Hobron vs. Helm that the defendant may have until November 4th to answer.

In the equity suit of D. P. R. Isenberg vs. C. Dickenson et al. a stipulation has been filed granting the defendant N. G. Peterson two days further time in which to answer.

In the matter of the estate of William Dean, deceased, Judge Perry yesterday signed an order that a commission be issued to Mr. Sackett of Geneva, New York, to take the testimony of Thomas Dean, and such others as may be brought before him, as to the relationship of said deceased, if any, and all other facts showing the identity of Thomas Dean, or any brother or sisters of his, and all other facts of relationship, to establish the heirship of them or any other parties to the said deceased.

## IN QUEENSLAND.

The progress made by sugar last season was very great, the output increasing from 97,915 tons in 1897 to 163,734 in 1898. The average yield is still low, standing lower than almost any other sugar-producing colony. Java and the Sandwich Islands produce more than three times as much sugar per acre. This is due entirely to their system of cultivation and manuring. It was not so long ago since the manure from the Queensland Meat Works was going to Mauritius, so enabling that island to compete successfully with us in the Melbourne and Adelaide markets.

The net importations of sugar into Australia were, for 1898: New South Wales, 34,678 tons; Victoria, 56,597 tons; South Australia, 28,105 tons; Western Australia, 7,218 tons; Tasmania, 6,752 tons; total, 127,310 tons. If we add 24,300 tons, the estimated consumption of Queensland, we have a total of 151,610 tons required by the colonies proposing to enter into Federal Union. To supply this amount we made last year 165,734 tons, so that it will be seen that we are already producing 12,124 tons in excess of the Australian requirements. The narrow margin of profit now earned by those engaged in the sugar industry leads us to look for some means to enable growers of cane to increase their income, at the same time lessening the risk of ruin through having one crop only. This will probably be found in dairying in combination with sugarcane-growing. We have examples of the successful combination of these two industries in one district of the colony, where the cane-grower is able and willing to send to the mill at a price which would be considered ruinous were they not improving the land with the manure got from cattle and using as feed the cane tops which were hitherto burnt and so wasted.—Mackay Mercury.

The last coal circular from Newcastle, N. S. W., reports approximate rate of freight to Honolulu at 17 shillings. The price of best screened coal, L. O. B. Newcastle, is 8 shillings. For Honolulu—Five vessels sailed in this direction with the quantities as stated under home charter: On September 8, the American ship Great Admiral, with 1,980 tons Co-operative coal; on September 12, British barque Woolahra, with 1,390 tons Duckenfield coal, and British ship Errol, with 2,000 tons Green coal; on September 16, British ship Dominion, with 1,921 tons Co-operative coal; on September 23, the Hawaiian 4-masted barque Hawaiian Isles, with 2,290 tons Waratah coal. For Kahului—On September 23, American barkentine Newsboy sailed in this direction with 960 tons Duckenfield coal under home charter.

The Nihau, from Kau, arrived in port yesterday afternoon with a full cargo of sugar from Pahala plantation and a deckload of cattle. The Nihau has been gone from port about nine days, encountering rough weather on the Hawaii coast. She reports strong breeze crossing channel.

METEOROLOGICAL RECORD.  
By the Government Survey, Published Every Monday.

Barom.	Therm.	Wind.	Clouds.	Rel. Hum.	Dir. Wind.	Force.
Oct. 23	71.0	SE	5	85	SE	2-0
Oct. 24	70.5	SE	5	85	SE	1-3
Oct. 25	70.0	SE	5	85	SE	1-3
Oct. 26	69.5	SE	5	85	SE	1-3
Oct. 27	69.0	SE	5	85	SE	1-3
Oct. 28	68.5	SE	5	85	SE	1-3
Oct. 29	68.0	SE	5	85	SE	1-3
Oct. 30	67.5	SE	5	85	SE	1-3
Oct. 31	67.0	SE	5	85	SE	1-3

Barometer corrected to 32 F. at sea level, and after the 1st of February to standard gravity of Lat. 45. This correction is -.06 for Honolulu.

Day.	High Tide.	Low Tide.	High Tide.	Low Tide.	High Tide.	Low Tide.	High Tide.	Low Tide.
Oct. 23	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Oct. 24	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Oct. 25	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Oct. 26	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Oct. 27	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Oct. 28	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Oct. 29	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Oct. 30	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Oct. 31	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00

THE TIDES, SUN AND MOON.

DAY.	High Tide.	Low Tide.	High Tide.	Low Tide.	High Tide.	Low Tide.	High Tide.	Low Tide.
October	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Nov. 23	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Nov. 24	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Nov. 25	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Nov. 26	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Nov. 27	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Nov. 28	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Nov. 29	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00
Nov. 30	10:00	4:00	10:00	4:00	10:00	4:00	10:00	4:00